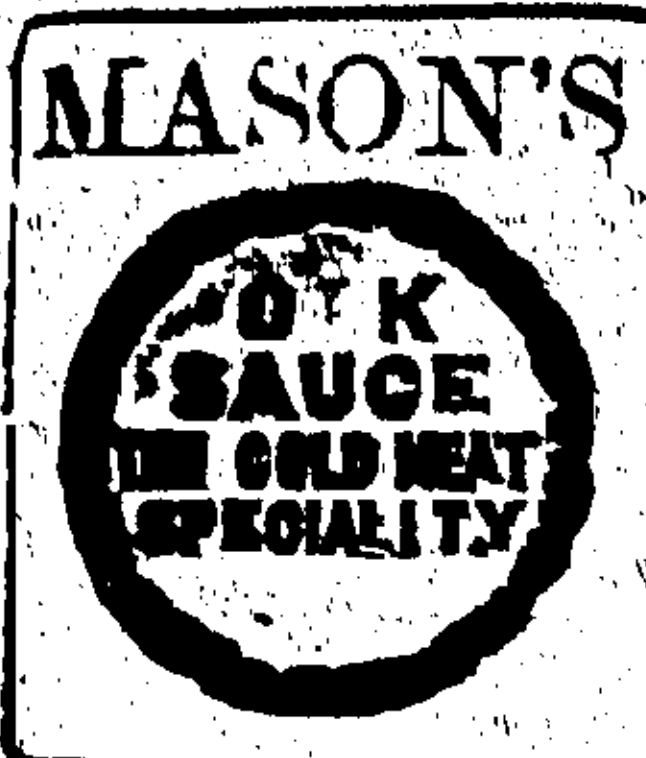




Hongkong Daily Press

ESTABLISHED 1867

Registered as a Newspaper at the General Post Office in the United Kingdom

RETRENCHMENT

is sometimes necessary in domestic or business life. BUT NEVER RETRENCH where your eyes are concerned. Money is never better spent than on the eyes if they need ATTENTION!

N. LAZARUS
OPHTHALMIC OPTICIAN.
11, Queen's Road Central, HONGKONG.

No. 19,805

號五零百三千一第

日七廿月二年申庚

HONGKONG, THURSDAY, APRIL 15TH, 1920.

四拜禮

號五拾月四年九國民華中

Price, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.

JUST LANDED
SULLIVAN, POWELL &
CO., LTD.

Egyptian Cigarettes

Sub. Rosa No. 2.

Price \$3.50 per tin of 100.

CALBECK,
MACGREGOR & Co.

14, QUEEN'S ROAD CENTRAL

Telephone No. 74.

CARTRIDGES! CARTRIDGES!
CARTRIDGES!

NEWLY ARRIVED.

SPORTING CARTRIDGES,
12, 16 and 20 bore. Loaded
with E. O. Powder, a powder
which gives universal satisfaction.

THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
Nos. 5-6, Beaconsfield Arcade.

A LING & CO.

19, QUEEN'S ROAD CENTRAL,
Hongkong.

FURNITURE AND PHOTO GOOD
STOCK.

GLASS, ENAMEL, STAIN-GLASS AND
MIRROR MAKERS.

CANTON MIRROR IN VARIOUS SIZES.

Photographic Goods of Every Description
in Stock.

Developing, Printing and Enlarging
UNDER TAKEN.

TELEPHONE 1219.

PEAK TRAMWAY COMPANY
LIMITED.

TIME-TABLE

WEEK DAYS		
7.00 a.m.	to 8.00 a.m.	Every 15 minutes
8.00	to 9.30	" 10 "
9.30	to 11.00	" 15 "
11.30	to 12.30 p.m.	" 15 "
1.30 p.m.	to 2.30	" 10 "
2.30	to 3.00	" 15 "
3.00	to 4.00	" 10 "

HOLIDAY DAYS

1.30 p.m.	to 2.00 p.m.	Every 15 minutes
2.00	to 2.30 p.m.	" 10 "
2.30	to 3.00	" 15 "
3.00	to 4.00	" 10 "

SUNDAY

1.30 a.m.	to 1.45 a.m.	Every 15 minutes
1.45	to 2.15	" 10 "
2.15	to 2.45	" 15 "
2.45	to 3.15	" 10 "
3.15	to 3.45	" 15 "
3.45	to 4.00	" 10 "

Special Cars by arrangement at
the Company's Office, Alexandra Build-
ing, Des Voeux Road.

Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-tables,
but not for special cars, can be obtained
on application at the Company's Office.

No season ticket will be issued until
payment therefor has been made in Bank
Notes or by Cheque on Commercial Bank
representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after WEDNESDAY, APRIL 14TH, 1920, until further Notice
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1 A.M.	No. 2 Local Express A.M.	No. 3 Local A.M.	No. 4 Through How. A.M.	No. 5 Local A.M.	No. 6 Through Express. P.M.	No. 7 Local P.M.	No. 8 Through Express. P.M.	No. 9 Local P.M.	No. 10 Through Express. P.M.	No. 11 Local P.M.	No. 12 Through Express. P.M.	No. 13 Local P.M.	No. 14 Through Express. P.M.	No. 15 Local P.M.	No. 16 Through Express. P.M.	No. 17 Local P.M.	No. 18 Through Express. P.M.	No. 19 Local P.M.	No. 20 Through Express. P.M.	No. 21 Local P.M.	No. 22 Through Express. P.M.	No. 23 Local P.M.	No. 24 Through Express. P.M.	No. 25 Local P.M.	No. 26 Through Express. P.M.	No. 27 Local P.M.	No. 28 Through Express. P.M.	No. 29 Local P.M.	No. 30 Through Express. P.M.	No. 31 Local P.M.	No. 32 Through Express. P.M.	No. 33 Local P.M.	No. 34 Through Express. P.M.	No. 35 Local P.M.	No. 36 Through Express. P.M.	No. 37 Local P.M.	No. 38 Through Express. P.M.	No. 39 Local P.M.	No. 40 Through Express. P.M.	No. 41 Local P.M.	No. 42 Through Express. P.M.	No. 43 Local P.M.	No. 44 Through Express. P.M.	No. 45 Local P.M.	No. 46 Through Express. P.M.	No. 47 Local P.M.	No. 48 Through Express. P.M.	No. 49 Local P.M.	No. 50 Through Express. P.M.	No. 51 Local P.M.	No. 52 Through Express. P.M.	No. 53 Local P.M.	No. 54 Through Express. P.M.	No. 55 Local P.M.	No. 56 Through Express. P.M.	No. 57 Local P.M.	No. 58 Through Express. P.M.	No. 59 Local P.M.	No. 60 Through Express. P.M.	No. 61 Local P.M.	No. 62 Through Express. P.M.	No. 63 Local P.M.	No. 64 Through Express. P.M.	No. 65 Local P.M.	No. 66 Through Express. P.M.	No. 67 Local P.M.	No. 68 Through Express. P.M.	No. 69 Local P.M.	No. 70 Through Express. P.M.	No. 71 Local P.M.	No. 72 Through Express. P.M.	No. 73 Local P.M.	No. 74 Through Express. P.M.	No. 75 Local P.M.	No. 76 Through Express. P.M.	No. 77 Local P.M.	No. 78 Through Express. P.M.	No. 79 Local P.M.	No. 80 Through Express. P.M.	No. 81 Local P.M.	No. 82 Through Express. P.M.	No. 83 Local P.M.	No. 84 Through Express. P.M.	No. 85 Local P.M.	No. 86 Through Express. P.M.	No. 87 Local P.M.	No. 88 Through Express. P.M.	No. 89 Local P.M.	No. 90 Through Express. P.M.	No. 91 Local P.M.	No. 92 Through Express. P.M.	No. 93 Local P.M.	No. 94 Through Express. P.M.	No. 95 Local P.M.	No. 96 Through Express. P.M.	No. 97 Local P.M.	No. 98 Through Express. P.M.	No. 99 Local P.M.	No. 100 Through Express. P.M.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
CANTON (Fai Sha Tau)	dep.	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15

THEATRE ROYAL

Preliminary Announcement
On MONDAY Evening, April 26th, 8.15 p.m.
REYNOLDS DENNISTON LTD.
will have the honour to inaugurate the Hongkong Season of
THE DENNISTON PLAYERS
by a presentation of the very latest Broadway
farce success

"UP IN MABEL'S ROOM"
and Company of fifteen carefully Selected and
exceedingly Capable Artists in the following play
Monday Apr. 26 "UP IN MABEL'S ROOM."
MANAGERIAL.

Owing to shipping delay the Denniston Players
will not open here until the 26th instead of 17th
as previously announced.
The Box plans will open at Messrs. Moutain
& Co., Ltd., on April 17th, at 10 a.m.
The Prices will be \$4, \$3 and \$1.
The Curtain will rise each evening at 8.15 sharp.
Box Telephone No. 527.

SCOTTISH SPORT
SCOTTISH RUGBY TEAM AGAINST
IRELAND.

RULES FOR GOLF COMPETITIONS.

[FROM OUR OWN CORRESPONDENT.]

February 25th.

RUGBY.
The chief incident in the Rugby world
was the Watsonians' overwhelming score
of 52 points against the Institution—just
a little more than was kind. As may be
imagined, Angus & Co. were in good form.
This brings the Watsonians' total points
for the season to 276 against 00. It was
fully expected that Edinburgh Academicals
would put up a substantial opposi-
tion to Heriotians. And they did.
But they could not manage to break the
record of the unbeaten side. Glasgow
High School F.P.'s were rather lucky to
win their return match with the Royal
High School F.P.'s; their defence was
weak, except at goal. West of Scotland
just managed to save their game with
Edinburgh University. And Wanderers
were fortunate in their draw with Glasgow
Academicals.

After a great struggle, Jedforest de-
feated Hawick, and as a result secure the
Border Championship for the season.
London Scottish, 13; The Army, 13.
Watsonians, 52; Institution, 0.
West of Scotland, 10; Edin Univ., 9.
Heriotians, 18; Edin. Academicals, 12.
Wanderers, 3; Glas. Academicals, 3.
Stewartians, 27; Glas. Univ., 0.
Glas. H.S., F.P., 9; R.H.S., F.P., 3.
Jedforest, 5; Hawick, 3.
Merchiston, 21; Fettes, 3.
Edin. Academy, 0; Loreto, 0.
Heriots, 13; Watson's, 3.
Glas. Academy, 24; Dollar, 0.

SCOTTISH TEAM AGAINST IRELAND.

E. B. Mackay and Dr. G. H. H. P.
Maxwell are not able to accept the posi-
tions left open for them in the Scottish
Rugby team which is to meet Ireland,
owing to the injuries they sustained in
the match against Wales. The vacancies
in the three-quarter line and back have
been allotted to two Glasgow men—
Browning, Glasgow High School F.P.'s,
and W. A. K. Murray, Kelvinside, Aca-
demicals and London Scottish. Murray
took part in the Scottish trials and played
against France, but was dropped against
Wales. Browning is a new cap; he made
a great reputation in school football, and
is regarded as one of the speediest three-
quarters in the country. It is a pity that
the Scottish pack will lack Maxwell's
great height and weight, but there will be
no appreciable difference in the cleverness
of the front line, for Murray is a forward
of the old Scottish type, a clear fighter
and the hardest of workers.

GOLF COMPETITIONS.

The Rules of Golf Committee of the
Royal and Ancient Club, in connection
with the great number of questions on the
game which were submitted to them from
all over the world, have issued some valu-
able instructions for the carrying through
of club competitions. The Rules of Golf
Committee state that such points as the
following should be specifically provided
for in arranging a competition:—

(1) Time and method of starting;
(2) The limit of time in which the
matches in each section of a tournament
shall be completed;

(3) The manner in which halved
matches shall be decided, whether played
on level terms or under handicap.

In competitions where the players are
allowed to arrange the date of their match
within certain limits, the Committee in
charge of the competition should announce
that the match must be played at a stated
hour on the last day of the period unless
the players agree to a prior date.

The Committee also express the opinion
that the use of two-column cards for the
score of the player and his opponent
is objectionable, and likely to lead to mis-
take in marking.

The Committee, amongst other recom-
mendations, say that clubs which hold com-
petitions without adequate superintendence
should make a club rule which should
automatically provide for the case of a
member who is unable to find a fellow com-
petitor, and who is not supplied by the
Committee with a marker. It is suggested
that such rule might allow the player to
complete with the last couple.

A 300 MINUTE CUP TIE.

A remarkable struggle took place be-
tween Raith Rovers and East Stirlingshire
in the second round of the Scottish Cup.
They met four times and played 300
minutes before obtaining a decision. On
the first three occasions the struggle was
of the stiffest; on the fourth, the strain
proved too great for Stirlingshire
men; they could not stick it against the
more regularly trained team of First
Leaguers. The excitement among the
local supporters of the two teams was
enormous. At Falkirk arrangements were
made at the iron foundries to have a
forenoon instead of an afternoon blast,
so as to allow of the workers travelling to
the football ground.

THIRD ROUND OF THE CUP.

Seventy thousand people witnessed the
third round Cup tie between Celtic and
Partick Thistle; but the game was as har-
den of excitement as it was of goals.
There was no "jag" in the Thistle, as
they say in Glasgow, and Celtic finished
with a bit to spare. Hearts made a fruit-
less journey to a gruelling game; they were
knocked out in a scintilla. The defeat of
the amateur Queen's Park was not
expected after their recent form; but it
was a matter of course that Rangers and
Third Lanark should get through.

SECOND ROUND.

Raith Rovers, 4; East Stirlingshire, 0.

THIRD ROUND.

Rangers, 3; Broxburn, 0.
Raith Rovers, 2; Morton, 1.
Third Lanark, 3; Lochgelly, 0.
Armadale, 1; Ayr, 1.
Kilmarnock, 4; Queen's Park, 1.
St. Bernard's, 1; Albion Rovers, 1.
Aberdeen, 1; Hearts, 0.
Celtic, 2; Partick Thistle, 0.

(Continued at foot of next column.)

BRITAIN'S TRADE OUTLOOK
EVERY JUSTIFICATION FOR
OPTIMISM.

In spite of strikes, and threats of
strikes, as well as the uncertainty in the
realm of prices (the *Empire Mail* writes),
business confidence has maintained itself
to a really remarkable degree. For some
months past there has been great activity
on the Stock Exchange, and capital has
been subscribed in huge sums for indus-
trial purposes. According to figures given
by Sir Auckland Geddes, during the eleven
months ended November 30th, 1919, the
sum subscribed for industrial purposes was
approximately £150,000,000, against only
£40,000,000 for the same period in 1918,
and some £240,000,000 for the whole of
1919. Of the capital subscribed in 1919,
10 per cent. was invested in iron, steel,
and engineering firms, 10 per cent. in
banking, 5 per cent. in motors, 5 per cent.
in investment trusts, 5 per cent. in oil,
and nearly one-half is classified as
"commercial, industrial, etc." Four-fifths
of the capital subscribed was for use in
the United Kingdom, one-tenth for use
in the colonies, and one-tenth for use in
foreign countries. These figures, we
think, are extremely interesting, and they
show that owners of capital are sanguine
as to the prospects of British business.
Even allowing for a certain element of
speculation, which is natural at such a
moment, we think that the figures we have
quoted give solid ground for satisfaction.

A similar impression is the result of a
careful examination of the statistics of
our export trade for recent months. For
the first few months after the Armistice
the balance of trade against us reached
a dangerous level. Naturally there was
a big rush of imports to replenish stocks
which had been exhausted during the war.
To quote official figures given by the
Board of Trade, the value of our imports
for the twelve months ended December
31st, 1919, was £1,631,901,864, an increase
compared with the same period of 1918
of £315,750,961, or 23.9 per cent. Exports
totalled £796,372,971, an increase of
£296,953,974, or 59.2 per cent. Re-exports
represented £184,321,940, an increase of
£313,378,859, or 431 per cent. The adverse
balance of trade (excluding movements of
coin and bullion) for the past twelve
months reached £839,528,893, against
£783,750,000 in 1918. As regards imports,
food, drink, and tobacco have advanced
in value by £15,500,000, raw materials by
£31,000,000, and manufactured articles by
£7,750,000. Miscellaneous and unclassified
articles declined by £500,000. Raw
cotton increased in value by £20,880,000;
wood and timber by £2,368,000; wool by
£2,968,000, oil seeds, etc., by £1,519,000.
With regard to the exports of the pro-
duce and manufactures of the United
Kingdom, manufactured articles have ad-
vanced by £39,022,000, raw materials by
£10,055,000, food, drink and tobacco by
£4,134,000, and miscellaneous and un-
classified articles by £363,000. In manu-
factured articles cotton manufactures are
higher by £12,764,000, woollen and
worsted by £6,366,000, silks by £141,000,
and other textiles by £1,381,000. Iron
and steel rose by £4,087,000, and
machinery by £2,710,000. Cotton yarn
advanced in quantity by 6,163,000 lbs.,
and cotton piece goods by 185,414,000
yards. The shipping returns show that
for the twelve months ending December,
1919, there has been an increase of
6,322,000 tons entered with cargoes and
an increase of 11,815,000 tons in the clear-
ances with cargoes. Sir Auckland Geddes
thinks that taking into account the volume of
our invisible exports, namely the earnings
of our shipping and other services, and
the quantity of our imports that still
represent the return on investments
abroad, there is reason to hope that 1920
will see the trade balance more than re-
stored. Further time will be needed, he
points out, before our foreign debt can
be appreciably reduced, and our pre-war
position as a leading country on a large
scale, it is essential for the heart of a
great Empire to recover, can be re-es-
tablished. Our entrepot trade, as shown by
the re-exports of goods imported into this
country, has risen from £31,000,000 a year
ago to £164,000,000 in the twelve months
since December, 1918. From these figures
we may judge that we are regaining our
position as the central market for a large
range of commodities produced in every
quarter of the globe.

On the whole, therefore, there is abun-
dant justification for optimism in regard
to our trade outlook. Firms all over the
country engaged in every conceivable
class of business tell the same tale of full
order books. If these orders can be
translated into goods, the country will be
immensely richer before another year
dawns.

THE LEAGUE.

In a short programme, Dundee and
Falkirk presented the most interesting
item; Falkirk had a good defence in goal,
but in the last minute Trump burst
through—a brilliant effort.

Clydebank, 5; Motherwell, 1.
Dumbarton, 1; Clyde, 0.
Dundee, 1; Falkirk, 0.
Hamilton, 3; Hibs, 2.
St. Mirren, 4; Airdrie, 2.

SPORTS GOSSIP.

On the evening of the Scotland v. Wales
Rugby match, Eric Mackay, while having
his leg dressed, was waited upon by C.
S. M. Jones, of the Welsh team, who con-
doled with him upon his misfortune, and
congratulated him on his plucky display.
Jones finished up by begging Mackay to
accept the Welsh jersey in which he had
defeated England. Needless to say the
gift was accepted, and the sportsmanlike
touch will not be soon forgotten.

The problem of the suitable dress for
the lady golfer is, we are told, as serious
as that of the suitable club. But we think
that a still more difficult one faces the
humble male, how to get past a lady's
match without undue ruffling of tempera-
ment. Keep your eye on the old golfing
brigade. The talk about "the spent
force" and the "innings ended" may
have to be revised. Look at what Sandy
Herd has been doing. "The bogey for
Coombe Hill course is 76, and of late he
has been found four times in 66, twice
in 64, and even a record of two weeks he
has never taken more than 70." As Andrew
Kirkaldy would say, "That's no govt;
it's a bloomin' miracle."

THORNYCROFT

JOHN I. THORNYCROFT & Co., LIMITED,
SHIPBUILDERS AND ENGINEERS,
LONDON, SOUTHAMPTON AND, BASINGSTOKY.

Shanghai Office: 65, Szechuen Road.

MARINE MOTORS AND MOTOR BOATS.
MOTOR LIGHTING AND PUMPING SETS
SHALLOW DRAFT STEAMERS.
THORNYCROFT OIL FUEL SYSTEM.

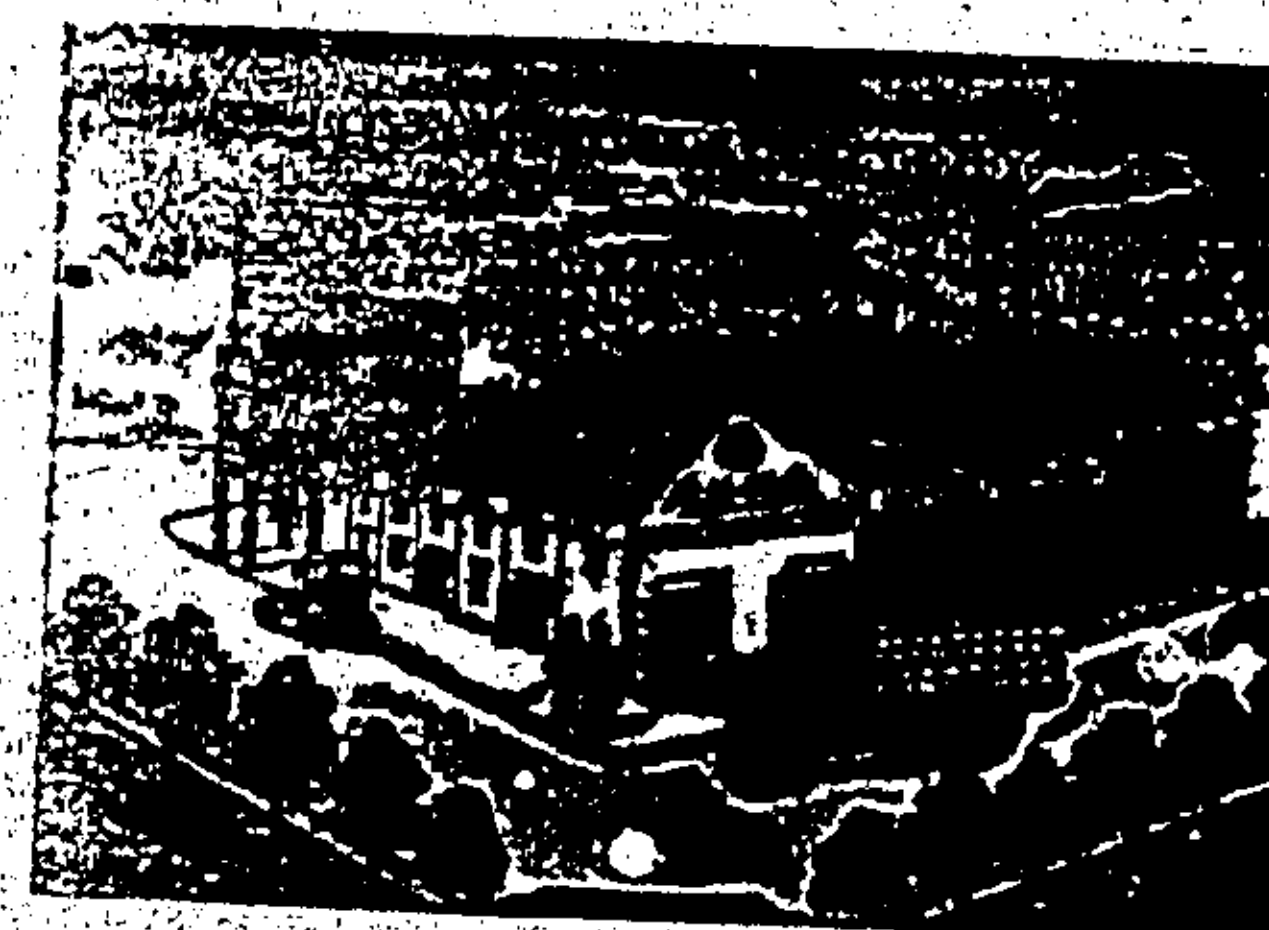
Commercial, High-speed and Pleasure Craft.

THORNYCROFT WATER-TUBE BOILERS.
THORNYCROFT MOTOR VEHICLES.

Our Motor Engineer and our Naval Architect, both Thornycroft
experts, now resident in Shanghai, will give attention to all inquiries.
Early deliveries can be made of 15-h.p., 30-h.p., 45-h.p., and
70-h.p. Kerosene Marine Engines.

R. R. ROXBURGH,
Manager for China.

118



IMPORTANT NOTICE.

IN Manufacture the most Important Point is Improvement, and in Dietetics
Cleanliness. Science always insists on these Maxims.

Groundnut or Peanut Oil can be used as a substitute for Olive Oil, Butter or
Lard, but when Slightly Dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not
guarded against: Our Method shows a great advance. By the use of New Machinery
and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil while our Factory is Free from
Dust. Our Oil is Clear, Sweet and Fragrant; and Compares most favourably with
other Oils used for Culinary purposes: there is no residue.

Prices are moderate so as to induce new business.
Analysis is always given before Shipment to Foreign Countries.
Foreign Correspondence wanted. Capacity per day 20 tons.

NAM CHAU OIL FACTORY.

Office:—No. 237, Queen's Road Central, HONGKONG, Tel. 1922.
Factory:—No. 26, Kwai Lin Street, SAMSHUIPO.
The Sole Proprietorship of this concern belongs entirely to a Chinese Citizen.

LA FAVORITE

LATEST PARISIAN CREATIONS.
EVENING DRESSES, AFTERNOON GOWNS,
SMART COSTUMES AND SPORTING APPAREL.
LA FAVORITE.

Telephone No. 3312.

9, Beaconsfield Arcade.

426

Stationary Crude

Oil Engines, to

suit all purposes

from 5.500 B.H.P.

For prices and particulars apply to—

UNION ENGINEERING CO., LTD.

York Building, Chater Road.

126

Schinasi Bros.

"Natural" Cigarettes

The Original Egyptian.

The Cigarette that smokes best.

In tins of 50's

\$1.30 per tin.

TABAQUERIA FILIPINA,

10, DES VŒUX ROAD, C.

1920 CATALOG No. 92

Now Ready

Our 500-page, profusely illustrated cat-
alog of General Merchandise, Food-
stuffs and Machinery is now ready.

The general increase in price of all merchan-
dise makes it more than ever desirable
to exercise the greatest care in buying. A com-
parison of our prices with those locally in
effect will show that we offer a worth-while
savings.

Everything you want

In the new catalog you will find illustrated,
described and priced, practically everything
you want for the HOME, OFFICE, FARM,
SCHOOL or HOSPITAL.
Groceries, Dry Goods, Clothing, Furniture,
Electric and Sporting Goods, Gas Engines,
Auto Supplies, Bicycles, Farm
Implement, etc., etc.

New Shanghai Office

To render more efficient service to
our many customers in China
and take proper care of the
rapidly growing business we
have rented offices and sample rooms in
the new INTERNATIONAL Y.M.C.A.
BLDG., SHANGHAI which will be
occupied about April 1st, 1920.

Temporary office has been opened at
No. 12 Nanking Road, Shanghai.

For free copy of our 1920 Catalog, apply to
MONTGOMERY WARD & CO.,
12, Nanking Road, SHANGHAI.

WHOLESALE & RETAIL.

We guarantee that any merchandise purchased
from us will be found upon arrival to be exactly
as represented in the catalogue.

We Guarantee Safe Delivery

MONTGOMERY WARD & CO.
Chicago, U.S.A.

NEW MUSIC

including

Pussyfoot Parade—one step
Dear Kiss Waltz
By the Camp-fire—Song
Blue Eyes Waltz
Nobody's Boy—selection
The Tango Rock—Novelty Dance
Indianola—Fox trot
Love Eternal—Waltz
Ja-Da—Song
In the land of beginning again—song
Bran Pie Revue—Selection
As you were—Selection
The Eclipse—Selection

and

Darewski's 2nd Song Folio

S. Moutrie & Co., Ltd.

CHATER ROAD.

19-1

It's sure to rain again!

You can't get wet in the
Mattamac
Feather weight Waterproof
exceptionally light in weight, yet intensely
strong and durable; absolutely Waterproof
and thoroughly well-made.

\$15.00 each.

heavier makes \$18.00 \$22.00 each.

"OZONIA"

Silk-Oilskin Coats

Very light, proof against all weather.

\$18.00-\$25.00 each.

MACKINTOSH

CO., LTD.

Men's Wear Specialists.

16, DES VŒUX ROAD. Telephone 29.



It was indeed a happy hap
when we hap to hit on the

"Happy Hit"

for this cigarette is recognised as the
'IT' of discriminating smokers; and it
certainly hit the mark wherever

BURLEY'S HAPPY HIT

is smoked to-day.

Ask for a tin and try it.

IT'S TOASTED

An entirely new principle in Cigarette Manufacture.

SOLE AGENTS:

THE HONGKONG CIGAR STORE

CO., LTD.

Tel. 151.

Hotel Mansions.

IF YOU ARE A HAMMOND USER

you need not buy a new typewriter when the type gets worn; new sets of type
are inexpensive, and can be put on in 20 seconds.

Two sets of type are provided with each machine, others to any quantity
may be purchased separately.

Simply by turning a wheel, you may change from English to Russian, from
Gothic type to Copperplate, or a whole variety of others. There are over 300
varieties of type produced for use on the Hammond typewriter. All or any may
be used by any one machine.

This is but one of the many unique features of the HAMMOND TYPEWRITER.
Let us demonstrate to you its further advantages.

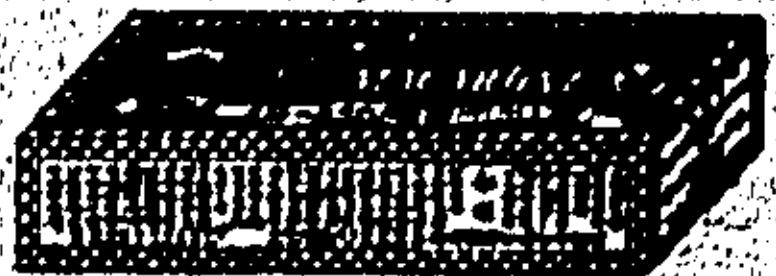
Messrs. BREWER & CO.,

(Sole Agents: Hongkong)

HEALTH V. SICKNESS.

BY taking our "ROOSTER BRAND" MACARONI PASTE STARS, EGG
NOODLES, VERMICELLI, or other kinds of Soup-stuffs REGULARLY you escape
SICKNESS, as all our Products are manufactured from Flour of the Best Quality
and under the most Sanitary Method, can be EASILY DIGESTED and give you
GOOD HEALTH and STRENGTH.

Large quantities have been exported to various parts in the World.
Your esteemed Orders will receive our prompt and careful attention.
Terms moderate, especially for Agencies.



THE HING WAH PASTE MFG. CO., LTD.

HEAD OFFICE: Hongkong, Nos. 47 & 49, Cantonment Road Central, Tel. No. 2220.

BRANCH OFFICE: Shanghai, Nos. 430 and 431, Hankow Road.

FACTORIES: Hongkong, Winglung Street, Canaway Bay, and Shanghai, No. 71,
North Szechow Road.

Peking Notes.

(FROM OUR OWN CORRESPONDENT.)

Peking, April 13rd.

THE FOCHOW AFFAIR.

Chinese official circles are inclined to the belief that they were fooled by the Japanese diplomats concerning Japan's conciliatory attitude over the Fochow affair, and the optimism which was not only felt but expressed last week has given place to a depressing pessimism. It will be remembered that investigations were jointly made by Chinese and Japanese, and that matters had progressed so far that negotiations could be opened with a view to a reasonable settlement being reached. But such a settlement is no longer in view. The Japanese have made demands to offset the Chinese demands, and a deadlock has now been reached.

The results of the Chinese investigation may be briefly reviewed as follows: Towards the end of last year the boycott of Japanese goods in Fochow was particularly acute. Complications were introduced when Formosans, who elected to be Chinese subjects when it suited them, and to claim Japanese protection when it was desirable, resented the interference of the Chinese students who were dealing with their nationals, as they thought, in preventing the purchase of goods from Japanese stores or goods of Japanese origin. About this time a Japanese Protection Society was formed in Fochow composed of Japanese and Formosans. According to the Chinese, the Japanese Consul at Fochow admitted having attended one meeting of this Society. Members of this society, armed with daggers, paraded the streets of the city in a provocative manner, and on the morning of the Sunday on which the fracas occurred, one band surrounded two Chinese students on their way to the Y.M.C.A. and jostled them. Both ran from their tormentors. One display into the Y.M.C.A. into which he was followed and beaten. The other was chased as far as the water police station, where his pursuers caught him and beat him. At this time the American secretary of the Y.M.C.A. came on the scene, and, recognizing the student as a member of his Association, promptly intervened. The assailants turned on him and one dealt him a blow on the chest, and one dealt him a blow on the head, not severe, but still a blow. The assault was not repeated, but the diversion thus created enabled the student to escape from his assailants and take refuge in the police station. According to the Chinese evidence, the Japanese Consul sent out consular constables to assist in the "protection" of Japanese by the usual aggressive procedure. This action was particularly wrong inasmuch as the Japanese have no right to have their own police in this Chinese city. A day or so later while feeling was still running high Japanese gunboats arrived at the port and landed marines, ostensibly to protect Japanese lives and property. Fortunately, these marines were not armed or there might have been bloodshed. As it was the Chinese authorities succeeded in dissuading the Japanese from marching troops through the city in military formation. A compromise was effected by agreeing to their struggling through the city "like tourists," but of course they did not spend much money in their tour. No untoward events occurred after this and in due course a joint investigation was carried out by representatives of the two governments concerned. It should be remembered that the Chinese Government addressed a Note to the Japanese Government demanding compensation for the Chinese injured during the fracas, the removal of the Japanese Consul at Fochow, and an apology from the Japanese Government. In the negotiations subsequent to the joint investigations China insisted upon the three demands mentioned, and it was understood on the part of the Chinese that the Japanese were willing to concede this, thus leading to an optimism that Japan's reasonable attitude would lead to a betterment in the relations between the two nations. Unfortunately the optimism was founded on a misconception. For Mr. Obata, the Japanese Minister in Peking, made it clear that Japan would compensate the Chinese victims of the fracas if China first compensated the Japanese injured, and that Japan would apologise to China if China first apologised to Japan! The logic of this Japanese proposition is that both parties to a quarrel are wrong. It is unfortunate for China that this argument was not advanced earlier. How useful it would have been in settling the several previous collisions between Chinese and Japanese, particularly in Manchuria. In conclusion, no more fitting comment could be made than a quotation from the book written by a former premier of Japan, Baron Goto, for private circulation. Referring to the Chenchiang incident, he said: "The settlement of the incident was naturally difficult because China had a just cause for complaint against the Tokyo Government."

DANISH MINISTER DEPARTS.
On Thursday Count Ahlefeldt, the Danish Minister, one of the most popular members of the Diplomatic Body in Peking, left the capital accompanied by the Countess and their daughter. He is being transferred to Warsaw. They received a cordial send-off from a party of friends.

CHINESE GOVERNMENT PROTEST.
The Chinese Government have lodged a protest with the American Legation against the landing of marines from the U.S. gunboats Samar and El Ocho during the recent disturbance at Kinkiang. As the marines were landed at the request of the British authorities, who were within their rights in doing so, the protest is not likely to be treated very seriously. (Continued at foot of next column.)

SOVIET PEACE NOTE TO GENERAL GRAVES.

OVERTURES TO AMERICAN COMMANDER AT VLADIVOSTOK.

The Soviet Government of Russia is anxious to make peace with the United States, according to a statement which appeared in the *Norvost Zina* of recent date. M. Vilenky, the representative of the Moscow Government in Vladivostok, has handed a note to General Graves with the request that it be forwarded to Washington without delay. An open communication accompanied the note stating that it is the earnest desire of the Soviet to begin peace negotiations with America at once.

The Bolshevik note is addressed to the Secretary of State of the United States and in its opening paragraph calls attention to the fact that in spite of the armed resistance of the reactionary forces, aided and strengthened by the intervention and invasion of foreign forces, the Red army has been able to advance from farthest western Russia to the very shores of the Pacific. "This advance," continues the note, "has brought nearer the discussion of peace terms with the foreign powers and, coupled with the statement that the American business interests are anxious and willing to engage in trade with the communistic government of Russia, seems to indicate that now is the time to take the matter up with you."

AMERICA CAN HELP RUSSIA.

The note predicts that as the trials of the Russian people during the period of civil war pass into history, the more intense will be the desire of all Russians to bring about a restoration of their native land to its former prosperity. American production, wealth, and enterprise, declares the Soviet proposal, can be one of the great factors in the attainment of that end, as has been clearly proven by Mr. Martens. "Not only would American co-operation be beneficial to Russia but it would also help America. We know this," says the note, "from the report of our representatives in your country. In fact, we are of the firm conviction that America would not only play a part, but the colossal part, in the rejuvenation of Russia."

The note places the Soviet on record as declaring that the Reds have no intention to interfere in any way in the internal affairs of the American republic. "There is but one desire," declares the author of the document, "that of resuming economic and peaceful relations with the United States. We further wish to say that it is our hope that the negotiations will not be long delayed."

"On December 7th the Pan-Russian Congress of the Soviets offered to the Allied and Associate governments the chance of making peace with communistic Russia. This offer was made collectively and individually. We again repeat the offer and ask the United States Government to inform us of their desires regarding the time and the place for beginning the negotiation between the two countries." The original of the peace note is signed by the People's Commissar for Foreign Affairs, M. Tchicherin, and is countersigned by the representative for the Far East, Yanson.

MAGISTRACY PARS.

ANOTHER TRADE MARKS CASE.

Mr. H. L. Denny appeared at the Magistracy, yesterday, on behalf of Messrs. Lexley & Co., who had summoned two Chinese firms for infringement of a trade mark. The hearing was fixed for April 21st.

EXPORTING SILVER.

A sum of \$100 in subsidiary coins was confiscated by Mr. N. L. Smith from three Chinese, charged with contravening the Silver Exportation Ordinance.

NO EVIDENCE.

The Chinese, who were arrested for attempting to obtain money from fraud in connection with the purchase of forged Macao lottery tickets, were discharged as the Portuguese Consul did not wish to prosecute.

AFTERMATH OF FIRE.

A Chinese, who said that his intention was to help people in distress, was sentenced to three weeks' hard labour for stealing a clock. The prosecution alleged that defendant, seizing the opportunity of a fire being in progress at Peking Road, went up to one of the houses, the occupants of which were removing the furniture into the street, and stole the clock.

THE SOVIET NOTE.

Perhaps the most interesting event of the week is the receipt of the Soviet Note from the Moscow Commissary offering peace to China and returning the Chinese Eastern Railway and remitting the Boxer indemnity. China does not know exactly how to reply to such overwhelming kindness, and is prepared to see what course the Powers follow with regard to recognising the Soviet. There ought to be no difficulty about the remission of the Boxer indemnity, but it would be awkward for China to assume proprietary rights over a railway which has been mortgaged to others.

SPORT.

TENNIS.

HONGKONG C.C. TOURNAMENT.

A very large crowd assembled yesterday to witness the defeat of Major Edwards and R. Townsend at the hands of the brothers Lo. Those present were rewarded with one of the best doubles matches yet witnessed in the tournament. The military pair gave the Los a very hard game, and when they won the second set, looked as if they might turn the tables on the Chinese pair. Townsend was in ripping form. M. W. Lo and M. K. Lo won 6-4, 3-6, 6-3, 6-4, and are now in the semi-finals. If, as is rumoured, R. Hancock and J. S. Jennings are scratching from the competition owing to the former's ankle not being quite in playable condition, the Los will go into the final with an easier match than they have yet played—inasmuch as they will meet either Stalker and Abraham or Yvanovich and Marques.

In the Handicap doubles, F. A. Redmond and J. D. Wright had to play their hardest to defeat Major Bowen and Major Rickling, 2-6, 6-3, 7-5.

LADIES' RECREATION CLUB.

An American Tournament (mixed doubles—washed handicap) will be held at the Ladies' Recreation Club on Saturday, May 8th, 1920, at 2.15 p.m. A member of the Club may enter with a non-member as partner if desired.

FOOTBALL.

ARMY & NAVY.

The Army & Navy match will be played on Saturday (kick-off at 4.30 p.m.) on the Club ground at Happy Valley—and not on April 24th as previously announced.

CANTON INTER-PORT REGATTA.

The Victoria Recreation Club will be represented by the following oarsmen in the Interport Regatta which is to take place at Canton on Saturday:—

SENIOR FOUR—Bow, H. Silva; 2, J. R. Soares; 3, S. Marcal; str., C. Hogan; cox, R. C. Witchell.

SENIOR PAIRS—Bow, S. Marcal; str., J. R. Soares; cox, R. C. Witchell.

SINGLES—A. L. Silva and C. Hogan. Lieut. Hogan has rowed for Trinity College, Dublin.

CRICKET IN MALAYA.

Singapore had the best of a drawn match against the F.M.S. on Easter Saturday and Monday. Major Edwards, formerly of the Hongkong Police, made 54 runs, top score for the F.M.S., in the first innings, and 5 in the second essay. A. A. Claxton, playing for Singapore, was given out leg before wicket in both innings, having scored 6 in the first and 19 in the second.

ST. PAUL'S COLLEGE SPORTS.

PRIZES DISTRIBUTED BY MRS. POLLOCK.

The annual athletic meeting for the pupils of St. Paul's College was held at the Racecourse yesterday. The arrangements, left in the hands of numerous Chinese teachers, were not all that could be desired. The results were as follows:—
SENIOR LONG JUMP—1, Tam Chuen Foo; 2, Ng Han Sin; 3, Chung Yik Hing.
100 YARDS (SMALL BOYS)—1, Lam On Ning; 2, Eric Wong; 3, Chan Hau Leung.
100 YARDS (SENIOR)—1, De Wing Chan; 2, Tam Chuen Foo; 3, Fung Po Hon.
100 YARDS (JUNIOR)—1, Lee Kam Hei; 2, Mak Yui Choi; 3, Lai Ping Kwai.
HIGH JUMP (SENIOR)—1, Ng Lun Cheung; 2, Fung Po Hon; 3, Ho Shan Hong.
HIGH JUMP (JUNIOR)—1, Lee Kam Hei; 2, Li Shu Kan; 3, Yung Nai Cheung.
ENGLISH STAFF RACE—1, Tsai Chi On; 2, A. Rowan; 3, Wong Shiu Pun.
300 YARDS (SENIOR)—1, Ue Wing Chan; 2, Ng Han Sin; 3, Tam Chuen Foo.
150 YARDS (SMALL BOYS)—1, Lam On Ning; 2, Chan Hau Leung; 3, Eric Wong.
150 YARDS (YACHTSCHOOL)—1, Leung Wong In; 2, Leung Sin Fai; 3, Chan Fung In.
QUARTER MILE (SENIOR)—1, Ng Han Sin; 2, Tam Chuen Foo; 3, Seto Wan.
220 YARDS (JUNIOR)—1, Mak Yui Choi; 2, Li Shu Kan; 3, Yung Nai Cheung.
220 YARDS (SMALL BOYS)—1, Lam On Ning; 2, Chan Hau Leung; 3, Eric Wong.
OLD BOYS RACE (220 YARDS)—1, Chow Kam Woon; 2, A. Razack; 3, Chin Hoi Tin.
HAY MILE (OPEN)—1, Lee Kam Hei; 2, Ng Lun Cheung; 3, Mak Yui Choi.
800 YARDS (JUNIOR)—1, Li Kam Hei; 2, Mak Yui Choi; 3, Lai Kwong Cheung.
ONE MILE BICYCLE RACE—1, Chan Tit Wo; 2, Cheung Wai Sun; 3, Lau Yee Fook.
THREE MILE RACE—1, Li Shi Kan; 2, Fung Po Hon; 3, Tam Chuen Foo and Leung Kwai Chik; 3, Ue Man Kei and Au Wing Lok.
MILE RACE—1, Ng Han Sin; 2, Leung Kwai Chik.
CONSOLATION RACE—1, Cheuk Shui Chi; 2, Leung Kwai Chik; 3, Yip Man Pun.
TEAM RACE (LOWEY CLASSES)—Form Lower 4s:—
EAM RACE (UPPER CLASSES)—Form 3s:—
Tug-of-War (LOWER CLASSES)—Form Lower 4s:—
Tug-of-War (UPPER CLASSES)—Form 2s:—
SENIOR CHAMPIONSHIP—Tam Chuen Foo and Ng Han Sin.
JUNIOR CHAMPIONSHIP—Lee Kam Hei.
At the conclusion of the sports, Mrs. Pollock distributed the prizes. In thanking her for performing this duty, the Headmaster of the School said that they were in the position of having two senior champions! As they had only one cup, Mrs. Pollock had kindly promised to give another one to the other boy. The prizes having been distributed, Mrs. Pollock was given a bouquet. She thanked the school authorities for having asked her to give away the awards, and observed that sports were a fine preparation for after-life.

INTIMATIONS.

A. G. DA ROCHA.
IS THE AUCTIONEERA. G. DA ROCHA.
AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 2532.
FAVOURED with instructions from The Concerned, will sell by Public Auction TO-DAY, April 15th, 1920, at 2.15 p.m., at his Sales Room, ONE LARGESAFE by J. Leadbeater & Co., London.
1 Underwood Standard Typewriter No. 2.
1 Remington Typewriter No. 1.
1 Oliver " " No. 3.
1 Underwood " " No. 4.
1 Royal Barlock Typewriter.
Terms—Cash on Delivery.

A. G. DA ROCHA.
AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 2532.
FAVOURED with instructions from The Concerned, will sell by Public Auction TO-DAY (THURSDAY), April 15th, 1920, at 2.15 p.m., at his Sales Room, HOUSEHOLD FURNITURE AND EFFECTS.
Wardrobes, Desks, Chairs, Chest of Drawers, Dressing Tables, Bookcases, Arm-chairs, Curios, Crockery and Glassware, Brass Ornaments, Vases, Pictures, Ice Boxes, Bedsteads, Clocks, Typewriters, Tablecloths, Blankets and a long line of Sundries.
Terms—Cash on Delivery.

A. G. DA ROCHA.
AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 2532.
FAVOURED with instructions from The Concerned, will sell by Public Auction, on SATURDAY, April 17th, 1920, at 2.30 p.m., at his Sales Room, Queen's Road Central (Old Post Office Building), EXCELLENT HOUSEHOLD FURNITURE.
Comprising:—
Blackwood Furniture, Brass and Iron Bedsteads, Tables, Carpets and Rugs, Oriental Rugs, Silk Tapestry Covered Drawing Room Suite, Sofa, Easy Chair, Occasional Tables, Extension Dining Table, Bevelled Mirror, Wardrobes, Pictures, Curtains, Bed Sheets, Crockery, Glassware, Ornaments, Cabinet, Teak Bookcase, Dinner Wagon, Dining Chair, Silver Ware, Clocks, Marble-top Washstands, Cooking Stoves, Cutlery, Toilet Set, Electric goods and a long line of Sundries.
Catalogue will be issued.
Terms—Cash on delivery.

WE HAVE

Great Varieties of used and unused

POSTAGE STAMPS!

Single, Sets, Packets, Bags, and On Approval Books.

FOR COLLECTORS.

G. R. A. & CO.

Dealers in Postage Stamps, Post Cards, Seeds, Toys, &c., &c.

No. 10, WYNDHAM STREET, HONGKONG.

P.O. Box 63

Tel. 111.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMERS FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Balatavia, American, Continental, and South African Ports.

THE Homeward Mail Steamer

"DILWARA"

carrying His Majesty's Mail, will be despatched from this port about APRIL 20th, 1920, taking cargo for the above Ports. Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong.

Silk and Valuable Cargo for India, France and London (under arrangement) will be conveyed by this steamer proceeding to Bombay and there transhipped to the Despatching Steamer for Marseilles and London.

Parcels will be received at the Office until 12 Noon the day before sailing. The contents and value of all packages are required. For further particulars, sailing dates, etc. Apply to—

MAKINNON, MACKENZIE & Co.
Agents.
P. & O. S. N. Co.
Post Box 119,
25, Des Vœux Road Central.

THE LABOUR TROUBLE IN HONGKONG.

PEAK TRAM SERVICE AFFECTED.
A DEMAND BY BRICKLAYERS AND CARPENTERS

Yesterday morning the Peak tram service was disorganised by the strike. The fitters had struck on Sunday. It had been arranged to change the cable on Monday night, and it was possibly thought by the fitters that the strike would make that impossible. Assistance, however, was obtained from the hands of the Royal Navy, and the work was done. Yesterday morning the boiler men and the brakemen absented themselves from duty. Again, assistance was sought from the Naval Yard, and men were supplied to man the power station, and run the cars. The first car did not start before 8 a.m., and until the sailors got accustomed to the running of the cars, the service is not likely to be according to time-table. Instead of a ten minutes service yesterday morning about three trams an hour were run, and consequently, owing to the limited carrying capacity of the cars more people than usual walked down from the Peak.

We are officially informed that owing to the strike the Peak Tramway Co. do not guarantee that cars will be run according to schedule, and ask that for the present the public will refrain from travelling more than is absolutely necessary. The service will cease at 10 p.m. each night.

After the early morning rush something occurred to make a temporary suspension of the service necessary, but the trams were again running before the tiffin hour.

PEAK TRAM ACCIDENT.

The cars on the Peak tram lines had to cease running shortly before 7 o'clock last evening, owing to some slight damage caused to the cable. It appears that just as the top car had started a lady came into the station and the car was suddenly pulled up. This caused the car at the bottom to overrun the cable, and about 12 or 15 ft. of it coiled up underneath the car, displacing one of the guides on the track. When the car reached the top and the rope was examined, it was deemed advisable to suspend the service for the night. Many people were waiting below and had to get to the Peak on foot or by chair.

The cars, we understand, will be running to-day, but there is likely to be some dislocation of the early morning service. The cars will, probably, begin running between 10 and 11 a.m.

EMPLOYERS' CASE.

A statement in regard to the strike generally and to the interruption of the lower level tram service, in particular, was made by the Chairman of the Tramways Company at the annual meeting of shareholders yesterday, and will be found in our report of the meeting.

It is stated that the Chinese shipyards and repairing shops have intimated their willingness to concede the full 40 per cent.

The strike among the fitters has thrown out of employment many men engaged in other trades. We hear, for example, that contractors are experiencing considerable difficulties in getting supplies of cement, which must in turn mean unemployment for men whose work is concerned with the use of cement.

We learn that the bricklayers and carpenters of the Colony have, through their organisations, notified the contractors that from the thirteenth day of the fifth moon (June 29th) they will require an increase of 20 per cent. in their wages. This particular date is fixed, we understand, because it is the annual festival of the guilds concerned, and timely notice is given so that contractors may know how to tender for future work.

There has been much comment for some time past on the great increase which has taken place in building costs. There is now the prospect of a further increase of 20 per cent. in the very near future.

HIGHWAY ROBBRIES.

A highway robbery is reported to have been committed near Causeway Bay on Tuesday night. Two men engaged in rickshas and proceeded in the direction of North Point, when suddenly a man sprang out from a hedge on the roadside and stopped the rickshas. The two men in the rickshas, who were accomplices of the other man, joined him in assaulting the coolies. They stole the day's earnings from the coolies and despatched them.

Another highway robbery has been reported from West Point, the facts being similar to the Causeway Bay affair. No arrests have been made.

COMPANY MEETING.

HONGKONG TRAMWAY CO., LTD.

THE CHAIRMAN ON THE STRIKE.

The annual general meeting of the Hongkong Tramway Co., Ltd., was held at noon, yesterday, at the offices of Messrs. Jardine, Matheson & Co. The Hon. Mr. John Johnstone presided and there were also present the Hon. Sir Paul Chater, C.M.G., Sir Robert Ho Tung, and the Hon. Mr. Lau Chu-pak (Directors), Messrs. G. C. Moxon, A. R. Lowe, M. S. Northcote, G. Grimble, A. Murdoch, R. J. Wilton, M. Manuk, Ho Leung (shareholders), and W. E. Roberts (secretary).

The CHAIRMAN said:—Gentlemen,—The Report of the Directors and the Statement of Accounts for the year 1919 having been in your hands for some time, I will, with your permission, take them as read. Traffic receipts during the year show an increase of \$24,114. The number of passengers carried, exclusive of monthly tickets holders, was 12,901,170, an increase of 617,191 over the previous year. Working expenses increased by \$15,327 leaving a net increase in the working profit of \$26,787, which I think you will agree is very satisfactory. The accounts have been converted into sterling at the T.T. exchange rate of December 31st, viz., 4/10½, and as this rate is 1/6½ higher than that taken for the previous year the sterling figures in the accounts are correspondingly inflated. Depreciation of the wasting assets of the Company has been charged in the accounts on the same lines as in the previous years, and the royalty of 5 per cent. of the working profit payable to the Hongkong Government has been provided for. The sterling debentures were duly redeemed in May last, and upon this being done the debenture redemption reserve of \$11,234 10s. 10d. (being the difference between the par value of the debentures purchased before the redemption and the price paid for same) was released, and has been taken into credit of profit and loss account. A very large sum of \$21,250 2s. 1d. which has had to be written off for difference in exchange, calls for some explanation. The rates of exchange ruling in May last were at so high a level compared with former experience that the conversion of our sterling debentures into a dollar liability presented itself as a method of ridding ourselves of a sterling debt at an exceptionally favourable cost. The subsequent course of exchange has proved that this decision was premature, and until rates revert to the price of conversion the adverse effect produced by dollar liabilities exceeding dollar assets must be a feature of our accounts. Were the course of exchange to continue upward this difference would become accentuated and it might prove necessary for us to consider what steps should be taken to prevent its recurrence in our accounts. At the moment, however, I confine myself to explaining the position as it is to-day when, with a falling exchange, the possibility of the balance being restored by natural means arises.

The work of renewing the rails between Whitty Street and Causeway Bay is now being proceeded with, and when this is finished our track will be in good condition, and a saving in maintenance charges, both in respect of the track and of the cars, may be anticipated.

The subject of a tramway in Kowloon was referred to by the Chairman at the last general meeting, and you were informed that the Company had on many occasions applied to the Government for the concession. It was later stated in the Press that it was the intention of the Government to construct a tramway themselves, but although 12 months have elapsed since then, nothing has been done so far as I know, and we have not received any further communication from the Government on the matter. There is no doubt that a tramway in Kowloon is needed, and the Company are prepared to undertake the work as soon as the Government agree.

There appears to be a general misunderstanding of the position and I think perhaps it would be well if I took this opportunity of informing our shareholders and the public generally how the present deadlock has arisen.

On the 16th March employers of Chinese labour generally received notice that certain skilled labour—represented by the engineer-fitters and turners—required an increase of 40 per cent. of their salaries to meet the increased cost of living. There was no word of a strike at the time, so far as communication to employers went.

On the 16th March employers of Chinese labour generally received notice that certain skilled labour—represented by the engineer-fitters and turners—required an increase of 40 per cent. of their salaries to meet the increased cost of living. There was no word of a strike at the time, so far as communication to employers went.

On the 16th March employers of Chinese labour generally received notice that certain skilled labour—represented by the engineer-fitters and turners—required an increase of 40 per cent. of their salaries to meet the increased cost of living. There was no word of a strike at the time, so far as communication to employers went.

A general meeting of employers was forthwith held when it was decided to see if it was not possible to satisfy the men's demands (as had been the case last year) by a rice allowance based on the present cost of rice. This offer was promptly made known to the men, who as promptly refused it, and a further conference of employers was then held when it was decided that as the two local Dock Companies together with the Admiralty Dock were the biggest employers of Chinese labour of this class, and that therefore any agreement they came to would necessarily have to be followed by the smaller companies concerned, they, the Dock Companies, assisted by Mr. Hallifax, should endeavour to come to terms with the Chinese, the smaller Companies agreeing to be bound by the decision ultimately arrived at by them. This brought us to the eve of the Ching Ming Festival when, as you are well aware, many Chinese leave the Colony to worship at their ancestral tombs.

The Secretary for Chinese Affairs at a protracted meeting with the men's representatives reached an agreement with them that they were prepared to discuss with the employers an arrangement on the lines of an increase of from 2 to 2½ cents per hour, representing an approximate advance of 25 per cent. The representatives agreed to the Conference which was called for 7th April, when the 3 remaining representatives of the men (the others were said to be in Canton persuading the absentees to return) stated at once that they could listen to nothing short of a concession of the full 40 per cent. demanded. They remained firm on the point, and discussion being impossible the Conference perforce ended. The men however can be under no delusion as to the lines on which the matter can be reopened; but the next move must lie with them as their present unreasonable attitude makes even discussion impossible.

Speaking for the employers, as I now do, I may say that we are quite prepared and ready to meet the men's just demands and increase their wages in recognition of the increased cost of living, but the men have certainly not been able to substantiate their demand for a 40 per cent. increase, and until they are prepared to discuss the matter on reasonable terms, it will be impossible to arrive at a satisfactory settlement.

In order that there should be no misunderstanding it would be advisable perhaps that I should here indicate the basis on which we are prepared to again meet the men in the presence of the Secretary of Chinese Affairs.

We are prepared to grant an increase to engineer-fitters and turners of 1½ cents per hour plus a bonus towards the present cost of living of not less than 10 cents per day; the continuance of such bonus to be brought up for consideration and adjustment on October 1st next. This increase and bonus to be graded so that taken together in no case shall they exceed a 25 per cent. increase on any employee's present salary, which we feel convinced is reasonable and fair.

I take this opportunity of expressing our thanks to Mr. Hallifax who has spared no effort to bring masters and men together on ground which would permit of negotiation, and I venture to express the hope that, through his good offices, we may yet see a settlement of the dispute on equitable lines.

As regards this Company, the fitters came out on the 10th and although it might have been possible to continue to run the trams for a few days longer, as I am pleased to say the motor men and conductors were prepared to go on, threats had been received that these employees would be molested if they continued, and as 96 per cent. of the people carried by the trams are themselves Chinese, it was decided to stop altogether, and allow our usual passengers to find other means of reaching their destination. To our European and other passengers who are not concerned with the strike I apologise for the inconvenience this decision may have caused, but I feel sure they will realize the difficulties we are faced with, and appreciate the desirability of a united front even at the cost of a certain amount of personal inconvenience.

I would add that this Company will give to monthly ticket holders a refund of a proportionate amount of the cost of their tickets.

I now beg to propose that the debenture redemption reserve amounting to \$11,234 10s. 10d. be transferred to credit of profit and loss account and that the report of the directors and statement of accounts for the year ended December 31st, 1919 be and the same are hereby adopted. After this has been seconded I shall be pleased to answer any questions.

Sir PAUL CHATER seconded and the motion was carried unanimously.

On the proposition of Mr. Northcote, seconded by Mr. Ho Leung, the Hon. Mr. John Johnstone, Sir Paul Chater, C.M.G., and the Hon. Mr. Lau Chu-pak were re-elected Directors.

Messrs. Lowe, Bingham and Matthews were re-appointed Auditors at a remuneration of \$4,000, on the proposition of Mr. Manuk, seconded by Mr. Murdoch.

The CHAIRMAN announced that dividend warrants were ready and could be had on application and the meeting then terminated.

DIVISION OF ENEMY TONNAGE NOTIFICATION BY THE REPARATIONS COMMISSION.

The following notification was published by a *Gazette Extraordinary*—

H.E. the Governor has received the following telegram from the Secretary of State for the Colonies, dated the 10th April, 1920:—

Reparation Commission ask that following notice may be published in territory under your Government on April 15th:—

Division of enemy tonnage. With reference to paragraph 20 annex 2 part 3 Treaty of Versailles which runs as follows:—

"Reparation Commission in fixing and accepting payments for specified properties or rights shall have due regard for any legal or equitable interests of allied and associated powers or of neutral powers or of their nationals therein."

Reparation Commission hereby give notice that they will proceed to divide ex-German ships on and after June 15th, 1920. All claims which it is desired to make in respect to any of these ships under above quoted article should be notified through Government of claimant to Secretary, Maritime Service of the Reparation Commission, Bridgewater House, London, S.W. 1, not later than May 15th, 1920.

Reparation Commission cannot undertake to consider any claim received after that date.

CANTON AS A WORLD PORT

DR. SUN YAT-SEN'S AMBITIOUS SCHEME.

In the *Far Eastern Review* for April, Dr. Sun Yat-sen sets forth his third programme for the international development of China. The main feature of this third programme is the construction of "a great Southern port which will complete the plan for three first-class seaports in the preliminary part of the International Development Scheme." The Great Southern port will naturally be Canton and this is what Dr. Sun has to say about it in an introductory paragraph to the exposition of his scheme for making a world port of Canton City:—

Canton's position as a seaport has been taken away by Hongkong since its session to England after the Opium War. But as a commercial centre of South China, Canton still holds its own, despite the advantages of deep-water harbour, the artificial improvements of Hongkong, and the political dominance of England. The loss of its position as a seaport is entirely due to the ignorance of the Chinese people, who never made any combined effort to improve the welfare of the country, and also to the corrupt government and officials of the Manchu dynasty. Since the establishment of the Republic, the people have begun to awake very rapidly and many schemes have been suggested to make Canton a seaport. This awakening of the millions of Chinese has caused much apprehension to the Hongkong Government. The authorities of that colony have been doing their utmost to hinder every move to restore Canton as a seaport and try to nip every scheme in the bud. Of course, if Canton is improved and made into a world port, then all the services that Hongkong performs for her as a shipping stage would be dispensed with altogether. But a developed Canton and a prosperous China will recompense Hongkong in various ways a hundred times more than its present position as the monopolized ocean port of a backward and poor China.

The fitters came out on the 10th and although it might have been possible to continue to run the trams for a few days longer, as I am pleased to say the motor men and conductors were prepared to go on, threats had been received that these employees would be molested if they continued, and as 96 per cent. of the people carried by the trams are themselves Chinese, it was decided to stop altogether, and allow our usual passengers to find other means of reaching their destination. To our European and other passengers who are not concerned with the strike I apologise for the inconvenience this decision may have caused, but I feel sure they will realize the difficulties we are faced with, and appreciate the desirability of a united front even at the cost of a certain amount of personal inconvenience.

I take this opportunity of expressing our thanks to Mr. Hallifax who has spared no effort to bring masters and men together on ground which would permit of negotiation, and I venture to express the hope that, through his good offices, we may yet see a settlement of the dispute on equitable lines.

As regards this Company, the fitters came out on the 10th and although it might have been possible to continue to run the trams for a few days longer, as I am pleased to say the motor men and conductors were prepared to go on, threats had been received that these employees would be molested if they continued, and as 96 per cent. of the people carried by the trams are themselves Chinese, it was decided to stop altogether, and allow our usual passengers to find other means of reaching their destination. To our European and other passengers who are not concerned with the strike I apologise for the inconvenience this decision may have caused, but I feel sure they will realize the difficulties we are faced with, and appreciate the desirability of a united front even at the cost of a certain amount of personal inconvenience.

I would add that this Company will give to monthly ticket holders a refund of a proportionate amount of the cost of their tickets.

I now beg to propose that the debenture redemption reserve amounting to \$11,234 10s. 10d. be transferred to credit of profit and loss account and that the report of the directors and statement of accounts for the year ended December 31st, 1919 be and the same are hereby adopted. After this has been seconded I shall be pleased to answer any questions.

Sir PAUL CHATER seconded and the motion was carried unanimously.

On the proposition of Mr. Northcote, seconded by Mr. Ho Leung, the Hon. Mr. John Johnstone, Sir Paul Chater, C.M.G., and the Hon. Mr. Lau Chu-pak were re-elected Directors.

Messrs. Lowe, Bingham and Matthews were re-appointed Auditors at a remuneration of \$4,000, on the proposition of Mr. Manuk, seconded by Mr. Murdoch.

The CHAIRMAN announced that dividend warrants were ready and could be had on application and the meeting then terminated.

When the appetite is touchy!

When summer days grow torrid and appetite lags—when you're finicky about food, and don't know what to eat—let

HEINZ

of "57" Varieties Fame

add its inviting touch to your menu.

		small	large
Baked Beans with Tomato Sauce	per tin	20	30
Pork and Beans plain	" "	20	30
Vegetarian Beans	" "	20	—
Kidney Beans with Tomato Sauce	" "	20	—
Tomato Ketchup	bot	—	30
Evaporated Horseradish	" "	—	25
Sauerkraut	tin	—	35
Pearl Onions	bot	—	50
Dill Pickles	tin	—	35
Sweet Mixed Pickles	bot	—	45
Sweet Gerkin Pickles	" "	—	45
India Relish	" "	—	45
Pea Soup	tin	—	40
Tomato Soup	" "	20	30
Spaghetti in Tomato	" "	20	30
Strawberry Preserve	bot	—	80
Pure Malt Vinegar	Quart bot	—	50

LANE, CRAWFORD & CO.

15

Just received from U.S.A., a new shipment of Typewriters—different models.

Inspection cordially invited by—

UNIVERSAL IMPORT & EXPORT CO.

HOTEL MANSIONS

Tor Floor

HONGKONG.

NEW RECORDS

"TAXI"

ONE STEP.

"CLEO"

FOX-TROT.

AT

ANDERSON'S

117

Wm. Powell Ltd.
TELEPHONE 346

JUST ARRIVED

A CONSIGNMENT

of

SEMI-TRIMMED HATS

for

SPRING WEAR.

Inspection appreciated.

NEW ADVERTISEMENTS

NOTICE

WE have This Day established our office under the style of K. KIMURA & CO., as General Merchants, Coal Contractors and Shipping Agents, at No. 2, Connaught Road Central, Telephone No. 2,530.

WANTED

TO Purchase cheap for Boys' Club, small size Billiard Table.

WANTED

FURNISHED or UNFURNISHED Bedroom with bath in private Family or Mess on SHAMSHAN GANTON.

TO LET

NO. 12, Broadwood Road, 4 Rooms etc. (Furnished) from 8th May to 31st December next.

DOUGLAS STEAMSHIP COMPANY, LIMITED

AN INTERIM DIVIDEND of 8 per cent. (84.00 per share) has been declared and will be payable on the 15th of April, 1920.

DOUGLAS LARPAIK & CO., General Managers

NOTICE TO CONSIGNEES

SS. "WEST HIKI" VOY. 1 OUT. FROM LOS ANGELES via JAPAN PORTS and SHANGHAI.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of Cargo are hereby informed that their cargo will be landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be counter-signed.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Wednesday Morning, April 21st, 1920.

No Claims must be presented within a week of the Steamer's arrival here, after which they cannot be recognized.

No Claim will be admitted after the Goods have left the Godowns and all goods remaining undelivered after April 31st, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for Counter-signature immediately.

THE EAST ASIATIC CO., LTD.

NOTICE TO CONSIGNEES

FROM SCANDINAVIA.

THE Motorship "SIAM" having arrived from the above ports on the 15th April, 1920, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whomever and/or from the whomever delivery may be obtained.

Consignees will be required to sign General Average Bond and pay General Average Deposit of 10 per cent. of the value of their cargo prior to obtaining delivery.

Goods not cleared by Apr. 22nd, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on Apr. 21st 1920, at 10 A.M.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be counter-signed by Messrs. THORESEN & Co. Agents.

WANTED

SERVICES of NURSE on Peak. Reply stating salary expected under.

BABY AMAB

LADY wishes to recommend her small baby amab. Thoroughly capable and reliable.

Mrs. CARTWRIGHT

INTIMATIONS

NOTICE

MESSRS. LANE, CRAWFORD & CO. beg to inform their Customers that they have received a shipment of Spratt's Dog and Puppy Biscuits and Ovals.

NOTICE

THE Interest and Responsibility of Mr. JOHN WHITE COOPER BONNAR in our Firm ceased on March 31st, 1920.

NOTICE

THE NATIONAL BENEFIT ASSURANCE CO., LTD. (Incorporated in England).

HAVING been appointed Fire and Marine Underwriting AGENTS to the above Company we are prepared to issue Policies at current rates.

UNION TRADING Co.

Princes Buildings, Hongkong, April 10th, 1920.

NOTICE

GEORGE WINSTANLEY BARTON, of DOUGLAS LARPAIK & CO., General Managers of DOUGLAS STEAMSHIP COMPANY, Limited, of Hongkong, hereby give notice that in consequence of a wish to have the below-mentioned steamer of which they are the owners to carry a similar name to other steamers of the DOUGLAS STEAMSHIP COMPANY, Limited, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship number 13994A, of gross tonnage 1847.79 tons, register tonnage 975.87 tons, heretofore owned by Mr. H. M. E. NEMAZER, of Hongkong, for permission to change her name to "HAILONG" and to have her registered in the new name at the Port of Hongkong as owned by the DOUGLAS STEAMSHIP COMPANY, Limited.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement. Dated at Hongkong, this 10th day of April, 1920.

LOST

LOST, stolen or gone astray in Kowloon one BULL BITCH, lemon and white. Answers to the name of Beauty. Finder please return to—

J. M. A. REMEDIOS, Old Supreme Court Building, or No. 3, Ormsby Villas, Kowloon.

HONGKONG SCHOOLS' ATHLETIC SPORTS

THE ANNUAL ATHLETIC SPORTS for the combined HONGKONG SCHOOLS will be held on FRIDAY, APRIL 23rd, at the RACE-COURSE. There will be the usual races for Fast Pupils, namely, Two Miles Bicycle Race (Handicap), and Seven Miles Flat Race (Handicap).

The Entrance fee for these two races is 50 Cents, and the name may be given in on the field.

STEAM LAUNCH FOR SALE

OUTLINE SPECIFICATION.

Length over all ... 55 feet
Breadth extreme ... 11' 1 inch
Depth of Hold ... 8' 8"
Gross Tonnage ... 33.01
Net Tonnage ... 10.37
Cylinders ... 6" & 13"
Stroke ... 9"
Boiler of Steel Round Horizontal
Multitubular
Diameter of Boiler ... 4' 8"
Length of Boiler ... 8' 2"
Working Pressure ... 120 lbs.
For further particulars, Apply—

GORDON & COY., St. Georges Buildings, 740

FOR SALE

ONE COLE AERO-BIGHT PASSENGER TOURING CAR 1918 Model, fitted with wire wheels, complete with spare wheel and tools, front bumper, Boyce Motor motor and cushion covers. Any reasonable offer accepted.

Apply—SHEWAN TOMES & CO. Garage No. 7, Russell St. Tel. 659

TO LET

A SHOP in Nathan Road, Kowloon.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings, 89

REPULSE BAY HOTEL

SATURDAY, APRIL 17TH. TEA DANCING FROM 4 P.M. TO 7 P.M. DINNER DANCE FROM 8 P.M.

SUNDAY, APRIL 18TH. Orchestral Concerts during the day and Afternoon Tea.

INTIMATIONS

CONSTITUTIONAL REFORM ASSOCIATION OF HONGKONG.

THE THIRD ANNUAL GENERAL MEETING of the above Association will be held at the CITY HALL, on THURSDAY, APRIL 15TH, 1920, at 5.30 P.M., for the following purposes—

To receive the Report of the Committee and Statement of Accounts to 31st December, 1919.

To elect the Officers and Committee for the ensuing year.

H. B. L. DOWBIGGIN, Hon. Secretary.

Hongkong, April 7th, 1920.

HONGKONG GYMKHANA CLUB.

THE SECOND GYMKHANA MEETING of the Season will be held at HAPPY VALLEY, on SATURDAY, APRIL 17TH, commencing at 3.30 P.M.

The Charge of Admission will be \$1 for those who are Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half Price. The Committee invite the Ladies of Hongkong to be present.

Hongkong, April 7th, 1920.

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE. PROPOSED AVIATION CLUB FOR HONGKONG.

A MEETING will be held in connection with the above at the CHAMBER OF COMMERCE ROOM, Charter Bank Building, on TUESDAY, APRIL 20TH, at 4 P.M.

The Meeting is not confined to members of the Chamber and anyone interested in Aviation matters is specially welcome.

By Order, E. A. M. WILLIAMS, Secretary.

Hongkong, April 11th, 1920.

THE INDO-CHINA STEAM NAVIGATION CO., LTD.

THE Directors of the above Company have declared an INTERIM DIVIDEND of 2 per cent. (equal to 3/- per share) on the Preferred Ordinary Shares and 6 per cent. (equal to 6/- per share) on the Deferred Ordinary Shares.

Dividends for Shareholders on the Colonial Register are free of Income Tax and will be paid at the rate of 4/10 per dollar.

Dividend Warrants will be obtainable on and after MONDAY, May 3rd, 1920, at the Company's Office.

THE TRANSFER BOOKS of the Company will be CLOSED from MONDAY, April 26th to MONDAY, May 3rd, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, April 7th, 1920.

UNIVERSITY OF HONGKONG.

MATRICULATION, SENIOR AND JUNIOR LOCAL EXAMINATIONS.

NOTICE IS HEREBY GIVEN that these EXAMINATIONS will commence on MONDAY, JULY 12TH, 1920.

Forms of entry and all particulars can be obtained on application to the REGISTRAR, THE UNIVERSITY, HONGKONG.

Each entry form, duly filled in, must reach the Registrar, together with the fee (Ten dollars, Hongkong Currency) on or before May 3rd, 1920.

The following Scholarships will be awarded on the results of the Matriculation Examination, provided that candidates of sufficient merit offer themselves.

(a) One King Edward VII Scholarship of 240 a year, for two years, tenable in any Faculty. A candidate for this scholarship must be under the age of 21 on July 1st, and must be the son of a British subject, or the son of a British subject and a foreign national, and must be the son of a British subject.

(b) One President's Scholarship of four hundred dollars (Peking Currency) for two years, tenable in any Faculty. A candidate for this scholarship must be under the age of 21 years on July 1st, and must, before the first day of the examination, submit to the Registrar proof that he is the son of Chinese parents; that he was not born in any British Possession or Protectorate; that he has not adopted any foreign nationality; and that he is not eligible to compete for a King Edward VII Scholarship.

Candidates who secure a King Edward VII or President's Scholarship must enter the University on the day on which the University session opens and must reside in one of the hostels directly managed by the University.

The examinations will be conducted according to the Regulations for the Senior and Junior Local Examinations and for the Matriculation Examination 1920.

N. TREDALE MACKINTOSH, Registrar.

NOW ON SALE.

DIRECTORY & CHRONICLE OF CHINA, JAPAN, STRAITS SETTLEMENTS, INDO-CHINA, PHILIPPINES, Etc.

for 1920 containing 1600 PAGES 14 MAPS THE Directory of the Far East.

INTIMATION

ROBERT PORTER & CO'S

"BULL DOG" BRAND

GUINNESS' STOUT

PINTS per case of 8 dozen ... \$26.50

per dozen ... \$3.35

SPLITS per case of 12 dozen ... \$28.00

per dozen ... \$2.35

SOLE AGENTS:

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

HONGKONG.

TEL. 818

DEATHS.

BARRY.—At Shanghai, on April 7th, ROBERT YOUNG, the beloved husband of MARY BARRY, and stepfather of Henry G. Mackenzie, in his 71st year.

LOUISE.—At sea, on April 5th, of heart failure, whilst asleep, FRANCES LOUISE, beloved wife of W. F. INGLIS. [761]

Hongkong Office: 10A, DES VOUX ROAD, C. LONDON Office: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 15TH, 1920.

THE TRAGI-COMEDY AT CANTON.

WITH the departure of Dr. Wu Tingfang from the Colony for his home in Shanghai the Military Government in Canton as a legal organisation—if it ever was a legally-constituted body—is clearly now defunct.

It was constituted by what the Constitutional Party regarded as the Parliament of the nation. After being dissolved in Peking, it was reconstituted by Presidential mandate, under the pressure of the Northern Military clique, the members assembled in Canton, from which centre they have been carrying on for the past two or three years a futile struggle against the Government in Peking.

The Military Government which the Canton Parliament set up consisted of a Council of seven members. It has been evident for a long time past that these seven members had no common policy except to wage a war against the Northern Party. Men like Dr. SUN YAT SEN, Dr. WU TING FANG and Mr. TANG SHAO YI were inspired by political ideals which it cannot be said that any of the other members of the Council possessed or even intelligently understood.

Their lives had been cast in quite other grooves. At least one of them owes his position in the hierarchy of South China to the fact that he gained distinction and fame in former days by his operations as a bandit chief, while another member of the defunct Government won a name for himself by his ruthless operations against roving gangs of robbers, and his name is always associated in our minds with a description in the Press of how on one occasion when he had hounded down some very notorious bandit chief, he gave expression to his

satisfaction by drinking from a vessel containing the blood of his victim. From men of this type little can be expected in the way of furthering high political ideals.

So long as Military operations against the Northern forces remained the principal subject of consideration, the Military Government would appear to have been a united body, but when their military ambitions failed and a settlement by negotiation was attempted, then the Military Government began to go to pieces.

SUN YAT SEN was the first to return in disgust to Shanghai. Mr. TANG SHAO YI later went North and remained there, and now Dr. WU TING FANG has gone to join them.

Yesterday we printed a telegram dispatched by Dr. SUN YAT SEN from Shanghai to Dr. WU, from which it may be gathered that Dr. SUN YAT SEN is still acting as the acknowledged chief of the constitutionalists.

His telegram refers to the Military Government not simply as defunct: it states definitely that the Military Government has been dissolved by the resignation of the majority of the administrators.

To whom have the resignations been tendered? From Canton it has been reported that the vacancies caused by the departure of the members named have been filled by two appointments of certain other persons.

By what legal authority have these appointments been made? Even if the Military Government had the necessary authority to make the appointments, the required quorum is unobtainable in Canton, and there is no longer any "Parliament" in Canton which can discuss or appoint "Ministers."

Some interesting revelations have been made by Dr. WU TING FANG concerning the Military Government in which he was the Minister of Finance. In a manifesto to the people of Canton explaining the reasons for his departure, he mentions, among other things, that the large sums realised from the sale of enemy property, more than a year ago, were not handed over to him, but have been misappropriated, and that much other public money has gone the same way.

As a specific instance, Dr. WU states: "For sending the Yunnan troops to the border of the Hunan Province, SHUM at first asked for \$60,000; then he wanted \$150,000, and I have paid him \$80,000, but he only paid the Hunan troops \$10,000 or so, and the rest of the money was partly given up him to the Awangs, troops in his own name and partly retained by unruly Generals. I don't know how the money was spent. As I could not stop this meaningless expenditure, it was better for me to depart."

We are told also that the local Government misappropriated the expenses of the National Assembly for Military purposes, and so the National Assembly faded out of existence.

As another instance of the lack of co-operation and the want of a common policy, Dr. WU mentions that the peace proposals submitted by SHUM CHUN-HUEN to the Northern troops had not previously been seen by him, and inasmuch as they contemplated the retention of the armies and the sacrifice of the National Assembly they were directly opposed to the objects and aims with which the Government was formed.

It is not to be wondered at that such a combination of circumstances "disgusted" him. He came down to Hongkong, bringing with him a considerable sum of public money—representing the Customs surplus—placing it in local banks until such time as it can be devoted to the public purposes for which it was received by him.

Meanwhile, the elements of a nice little legal quarrel are provided—and pretty good security for a substantial bill of lawyers' costs.

The Douglas Steamship Co., Ltd., announces an interim dividend of 8 per cent. (\$4 per share), payable to-day.

There arrived in the harbour to-day from England H.M.S. TITANIA, H.M. Submarines L.2, L.19, L.8, L.20, L.5, L.3 and the Oiler FRODO.

The Acting Consul for Denmark is in receipt of the following information from the Consul-General in Shanghai:—"Following new elections take place twenty-second April."

Changes have been made in the Kowloon-Canton Railway time-table. Gollers will be interested to notice that on Wednesdays and Fridays until September 18th next a train will leave Kowloon at 2.30 (last Ferry 2.05), and that at night a train will leave Sheungshui at 9.10, arriving at Kowloon at 9.55.

The name of Mr. ... has been added to the list of ... Committee of the ... poultry show.

The engagement is ... at Tientsin, of Rose, only daughter of Mr. and Mrs. W. H. T. Bosna to Mr. T. G. Fisher. Mr. and Mrs. Bosna and their daughter were resident in Hongkong for some twelve years, and last year left to take up residence in North China. Mr. Fisher is one of the proprietors of the North China Daily Mail and The North China Sunday Times.

The Chinese Press in the North report that the Amalgamated Association of Press Unions has been considering the Bolshevik declaration as to the return of all privileges obtained by Russia from China. The Union, is, apparently, undecided as to whether any opinion should be expressed on the subject, and if so, what the opinion should be. The problem will be presented at a special meeting.

A remarkable hail storm in Siam is recorded in the Bangkok papers. "Chiang-mai" was visited on March 25th by what is described as "a kind of tornado with hail stones." Hail stones up to two inches in diameter fell and did considerable damage to tiled roofs, and the report adds:—"Those having stocks of tiles promptly realised their value. The price the day after the storm, rose from Ten 20 to Ten 80 per 10,000 tiles."

Miss Marie Tempest and her company do not seem to be drawing very large houses at Shanghai. The N.Y. Daily News of the 9th inst. says:—"Judging by present appearances, it certainly looks as if, when Shanghai has an opportunity of seeing a first class play, it does not take advantage of its good fortune. Last night's audience was appreciative, but far too small considering the merit of the play. As soon as Miss Tempest reached Shanghai she took steps to have the price of the tickets put back to the price usually charged at the Lyceum Theatre. Now that the amount charged is within the means of all who are in the habit of going to the theatre, it is to be hoped that the people of Shanghai will avail themselves of the chance of seeing one of the cleverest artists who has ever visited us."

Members of Holy Trinity Cathedral and friends from other Shanghai churches gathered at the Cathedral School-room last Thursday, to say good-bye to Dean Walker and Mrs. Walker. A presentation was made to the Dean consisting of a very handsome silver casket, inscribed, and containing an illuminated address from the congregation, with a scroll bearing their names. Part of the amount subscribed is to be used in establishing Dean Walker scholarships at the Cathedral school, a happy idea suggested by Sir Haviland de Sansmarea. In his speech, Sir Haviland incidentally mentioned that members of the committee had insisted upon the casket being large enough to give space for the Dean's favourite cigars, but upon receiving the charming gift, its recipient gave an ample assurance that it would be put to no such profane use.

FAR EASTERN CABLE NEWS.

[RE COURTESY OF THE "CHINA MAIL"]

CAPT. MATTHEWS AT KALIDJATI.

SINGAPORE, April 13th.

Capt. Matthews, who is flying from England to Australia, landed at Kalidjati at 2.55 p.m. to-day.

REAR-ADMIRAL G. H. BARRETT.

LONDON, April 11th.

Rear-Admiral G. H. Barrett has been appointed Senior Naval Officer of the Yangtze, in succession to Commodore A. A. Elison.

MORNING EXERCISES FOR TIRED BUSINESS MEN.

Commerce and Finance, a New York contemporary, prints the following programme, which, strangely enough, seems particularly appropriate in this Colony, as we have no doubt it is also in the United States.

Rise 7 a.m.

Stand in the middle of the room, raise arms slowly overhead, take deep breath, and say, "Damn the Government," lowering arms in attitude of despair. Ten times.

Extend body flat downward on floor, cover eyes with hands, kick heels, think of the tramways, and weep, till dry.

Kneel, wring hands, meditate upon the labour unions, and groan 150 times.

Collapse on floor. Grovel vigorously, think of the high cost of living and gnash your teeth as in target. 20 times.

While cooling off try to get a number on the telephone.

Note.—Observe this simple regimen every morning before breakfast and you will reach the office with most of the cares and troubles of the day already out of your system.

GERMAN CHANCELLOR'S PROTEST:

AGAINST FRENCH OCCUPATION OF TOWNS.

FRENCH CLAIMS IN ASIA MINOR TO BE CUT DOWN:

FRANCE LOOKING TOWARDS CHINA.

IMPROVEMENT IN SITUATION IN EGYPT:

SUCCESS OF LORD ALLENBY'S RULE.

LATEST CABLES.

(THROUGH REUTER'S AGENT.)

THE SITUATION IN GERMANY DISCUSSED IN PARLIAMENT.

London, April 15th.

In the House of Commons, Mr. Bonar Law was bombarded with questions on the Anglo-French situation.

Viscount Curzon asked whether Lord Derby would attend the Conference of Ambassadors in Paris.

Mr. Bonar Law asked that the question may be postponed for a couple of days, as this particular point had not been discussed.

Mr. Claude Lowther asked whether the German Army, including the Reichswehr and the militia police, numbered 2,000,000.

Mr. Bonar Law did not think that there was a shadow of foundation for such a suggestion.

Mr. Bonar Law, replying to Mr. J. C. Wedgwood, said the Government's information was that the Reichswehr would be shortly withdrawn from the Essen district but the Government was not aware whether they had actually been withdrawn.

Mr. Kenworthy asked whether we were taking steps to insist on the withdrawal of the Germans from the neutral zone.

Mr. Bonar Law deprecated the discussion of isolated parts of the subject because the matter affects not merely Great Britain but all the Allies, and it was possible that developments might make discussion advisable, but he hoped not. If it did, the Government would be quite ready to give the opportunity. The House must realise that any statement in the House of Commons, especially by a member of the Government, apparently justifying our attitude, might have the appearance of criticising the attitude of our Allies; also it might convey to the German Government the idea that there was not a complete agreement between the Allies regarding the importance of the Treaty.

The subject was then dropped.

GREAT BRITAIN'S THIRD NOTE.

Paris, April 15th.

Lord Derby this afternoon delivered the reply of the British Government to the second French Note. It appears that as a result of the presentation of this third British Note the incident is regarded as being on the point of a settlement.

GERMAN CHANCELLOR'S PROTEST.

Berlin, April 15th.

In the National Assembly, the Chancellor, Herr Mueller, protesting against the occupation of Frankfurt, accused France of breaking the Versailles Treaty and discrediting the League of Nations. He said that the occupation was undertaken without the sanction of the other signatories, without any justification in the Treaty and in direct contradiction to the protocol of December 8th. He declared that post-war breaches of the Treaty are only punishable in accordance with the prescriptions of international law or the terms of the Treaty which does not entitle individual signatories to invade Germany, while the League's Covenant contends that hostilities are not allowable against a non-member of the League without a prior appeal to the League Council.

Herr Mueller protested against France's use of Senegalese troops and discredited the idea that this was done as the strength of the Entente had declined. The French occupation had stirred up the Nationalistic instinct, giving a fresh impetus to militarism in Germany. Herr Mueller said he was negotiating with the Entente with a view to the prolongation until July 10th of the agreement permitting the retention of troops.

OUTLOOK IN EGYPT.

LORD ALLENBY'S SUCCESS AS ADMINISTRATOR.

London, April 15th.

An authoritative statement says it is believed that the situation in Egypt is clearing up. Apparently, the intensive political action is exhausted and the Egyptians are facing the question as to what advantages they can gain. Both Egyptians and foreigners are realising how wise and far-seeing Lord Allenby's policy has been in unostentatiously quelling disturbances and in enforcing martial law so discreetly.

Influential native landowners throughout the country are getting restless under the supervision of politicians and are asking what harm the English have done to Egypt. They are admitting that the only hope of justice is through the English. Moreover, the strong line taken by the Allies in Constantinople has been a calming influence. Finally, the European Powers must recognise the need to get down to a practical business basis, recognising that the material betterment of the people must be the chief concern of all involved.

HELPING WAR-BROKEN COUNTRIES.

PARLIAMENT SANCTIONS LARGE SUM.

London, April 15th.

The Commons agreed to the Government resolution in favour of authorising £250,000,000 to re-establish overseas trade. Mr. Bridgeman said that it was desired to help the countries crushed by the war. British trade would benefit, and we should be able to extend our trade interests in the various countries. He pointed out that the United States had made a similar provision for \$1,000,000,000. The credits were limited to British firms, and business would be done through big banks. So far only a small sum had been advanced, mainly in respect of textiles, iron, steel, rubber, leather and electrical goods.

ARABS FIRE ON AEROPLANES TWO AIRMEN SHOT DOWN.

ALLAHABAD, April 15th.

A message from Baghdad April 9th says that Arabs shot down two airmen, Captain Ranza and Lieutenant Marzari. Two of the Arabs were killed. The airmen were taken to Aleppo.

RAILWAY STRIKE IN AMERICA DEMAND FOR MORE PAY AND LESS WORK.

New York, April 15th.

The railwaymen on strike in the United States, chiefly, demand 50 per cent. increase in wages and an 8-hour day.

GOVERNMENT ACTION IN VIEW.

WASHINGTON, April 15th.

Mr. Palmer, the Attorney-General, will take up the question of Government action to end the strike which not only affects the railways but various industries, as for instance, the steelworkers.

ACTION BY NATIONAL DEFENCE COUNCIL.

New York, April 15th.

While the men on the Middle West railways are reported to be returning to work, the strike is spreading elsewhere.

It is semi-officially estimated that 40,000 railwaymen are on strike, and several hundred thousand others are consequently idle. The National Council of Defence, which is planning an emergency organization of motor-truck transportation, says that 45,000 Government trucks could be mobilized at a short notice, while 7,000,000 private trucks are also available.

The Attorney-General, Mr. Palmer, has ordered the Federal District Attorneys to investigate any unauthorized strikes, and determine whether there has been joint action designed to interfere with the distribution of necessities of life.

EARLIER CABLES.

AN ACUTE SITUATION.

New York, April 15th.

The railway situation is acute, owing to the curtailment of trains and the embargo on freight car services.

Mr. Samuel Gompers has gone to Cleveland to help the Brotherhood officials to control the men. In the meantime, the railway officials are refusing to negotiate with the revolting unions which claim to represent the strikers. The Federal officials have promised to intervene whenever necessary.

ASSUMING SERIOUS PROPORTIONS.

New York, April 15th.

The unauthorized strike of railway switchmen is spreading throughout the country. The men of the Hudson tubes between New York and Jersey City and the Long Island railwaymen are out, intensifying the menace of a food shortage.

At a meeting of the railwaymen of Cleveland, the leaders of four of the Railway Unions accused the strikers of attempting to destroy the Union and Switchmen's Unions for the purpose of establishing one big Railway Union.

VICE IN NEW YORK.

New York, April 15th.

Police Inspector Dominick Henry, commanding the "Tenderloin" district, told two members of his staff, who have been indicted for neglect of duty. This is the first time, in a sermon, alleged that liquor was being freely sold and vice was rampant in the dance halls.

A POLICE INSPECTOR IN TROUBLE.

New York, April 15th.

Police Inspector Dominick Henry, commanding the "Tenderloin" district, told two members of his staff, who have been indicted for neglect of duty. This is the first time, in a sermon, alleged that liquor was being freely sold and vice was rampant in the dance halls.

LATEST CABLES.

ELEVATED TRAGEDY IN NEW YORK.

TWELVE INJURED.

New York, April 15th.

The Elevated Railroad train jumped the track when passing Trinity Church owing to a collision between an express and an empty local train. One car fell in the street. Twelve were injured. A motor-man is missing.

PRINCE CAROL.

VISITING INDIA AND CEYLON.

Colombo, April 15th.

Prince Carol of Rumania has arrived and will spend a week in Ceylon before proceeding to India.

PRESIDENT WILSON.

ALARMING REPORTS OF HEALTH.

London, April 15th.

The Times' New York Correspondent says that disquieting reports of President Wilson's health are again current in official circles in Washington.

NEW SHIPPING COMMITTEE.

AMERICAN SHIPBUILDERS' ORGANISATION.

New York, April 15th.

The shipbuilders of the United States have organised a Committee for the purpose of securing the future American merchant marine and opposing the disposition to foreigners of the American war-time commercial fleet.

EARLIER CABLES.

AMERICAN SHIPPING AND GERMANY.

PURCHASE OF AN AUSTRIAN STEAMER.

Washington, April 15th.

The Consolidated Maritime Line of New York has purchased from the Shipping Board the ex-Austrian steamer *Arcturion*, 7,500 tons deadweight, for \$750,000. The vessel is intended to sail on the old Hamburg-America route, to Germany, England and South America, and carry grain and general cargo. A representative of the purchasers has denied that the line will co-operate with the Hamburg-America Line.

VISIT OF HAMBURG-AMERICA MAGNATES.

New York, April 15th.

Herr Cuno, the Director General of the Hamburg-America Line, and two other representatives of German shipping, have arrived here. It is believed their visit is in connection with the proposal that 60 of the former Hamburg-America routes be operated by ships under the American flag.

LATEST CABLES.

UNREST IN MEXICO. REPUBLIC PROCLAIMED.

New York, April 15th.

A message from Nogales says the Congress of Sonora has proclaimed the State a Republic.

General Cullen, in the proclamation, calls on the soldiers of Sonora to resist the invasion of Carranza's troops.

It is reported that the Congress of Sonora State has endorsed the action of Sonora.

TO RETURN TO REPUBLIC.

New York, April 15th.

A message from Nogales says that Governor De La Huerta has announced that whilst the State of Sonora has seceded from Mexico it will return to the Mexican Republic upon the Federal Government guaranteeing not to infringe upon the rights of the State.

EARLIER CABLES.

A REVOLUTION IN SONORA.

New York, April 15th.

The State Congress of Sonora, in Mexico, passed a resolution severing relations with the Carranza Government. The Carranza revolutionists seized the custom-house at Aguaprieta.

LAWN TENNIS AT HOME.

S. C. WU'S SUCCESS AT QUEEN'S CLUB.

London, April 15th.

In the lawn tennis covered courts championship tournament at Queen's Club, S. C. Wu, a Chinese undergraduate at Cambridge, defeated McCarthy, a New Zealand undergraduate at Cambridge, in the first round of the men's singles, by the best of five sets, gaining 25 games to his opponent's 22.

CHINESE STUDENT BEATEN.

London, April 15th.

In Queen's Club Covered Courts Championship in the Singles, H. A. Milton, a Chinese student, Wu by 6/3, 6/4, 3/6, 6/1.

UNITED STATES NAVY RATES OF PAY MUST BE INCREASED.

Washington, April 15th.

Rear Admiral Washington, chief of the Navigation Bureau, giving evidence before the Committee investigating Admiral Sims' charges, declared that Congress must increase the pay of the Navy in order to avoid disaster. He declared that there were 4,666 cases of desertion in the second half of 1919, and 1,663 in the first two months of 1920, while over 1,000 officers had resigned since the armistice.

LOCAL EDUCATIONAL BOARD.

FIRST MEETING HELD YESTERDAY.

The newly-appointed Educational Board held its first meeting at the Sanitary Board office yesterday evening. Mr. E. A. Irving, Director of Education, presided and there were also present, Mr. R. E. O. Bird, Mr. A. R. Cavalier, Dr. T. W. Pearce, Professor G. W. Ferguson, the Rev. A. D. Stewart, Very Rev. Father P. de Maria, Mr. A. F. Arculi, Mr. S. W. Two, Mr. A. F. B. Silva-Netto, Mrs. A. D. Hickling and Mr. Lai Man Pag (secretary).

The CHAIRMAN said: In welcoming you here to-day, I do not mean to make any set speech. Set speeches are usually rather boring, and educational set speeches perhaps more than others. But I think you would like to hear a few words from me as to the reasons for calling this Board together. We are a reincarnation. In our oldest form, as the Chinese Vernacular Committee of Education, we were born in 1911, and abolished, to use a euphemism, in 1914. Speaking from personal knowledge, I cannot say that that Committee did any harm; in point of fact it did nothing; but 70 years before that—that is going back a long way—our original birth was, when a Board of Education was appointed under the Chairmanship of the Bishop of Victoria, and flourished until 1855. Under that Board the foundations of the educational system of Hongkong were laid. In that period a school for British children, exclusively, was opened, the forerunner of the present schools at Kowloon, Victoria, and the Peak, and the forerunner also of the principal schools of Hongkong. If the Board had no other claim to affectionate memory it can establish a claim in having the celebrated Dr. Legge on its councils. However, in 1855 the board was abolished. I am sure you will find that this description of our history with its short periods of activity and long periods of Nirvana, are depressing. However, I do not intend to be depressing. I would rather go into the necessity of our getting to work at once and doing what we can. I think we have a real sphere of usefulness and I draw your attention to the purposes for which we are now called together:—“A Board of Education for the purpose of assisting the Director of Education with advice on matters pertaining to the development of education in the Colony.” You will observe we have neither statutory nor executive powers. This is an Advisory Board. The Board, as I understand it, will subserve two main purposes. In the first place it will be the means of enabling the Government to formulate a sound and consistent educational policy; and, in the second place, by its thorough knowledge of the existing educational system, it will give useful advice on individual proposals for its amendment and extension. For the board to exercise these powers and give that advice there is naturally implied in the Board a very close knowledge of the educational system of the Colony. I desire that knowledge is already in the possession of most of the members of the Board. Any members of the Board who feel that they are rather rusty on the subject I should like to refer to the books which I have already circulated. There are not very many of them, but we have as our charters the Education Ordinance, which deals with the compulsory powers of the Education Department, and also the Grant Code under which, though without legal sanction, grants are given to such schools as elect to accept these conditions, which are a little more strenuous than those compulsorily enforced by the Education Ordinance. Besides the book knowledge contained in those two documents, it will be the duty of members of the Board to visit our schools, or such of our schools as they personally concern themselves with and to enable them to do so, as far as the Government Schools are concerned, I will say that all the headmasters and headmistresses will welcome members of the Board call within the usual hours and will place at their disposal any information available. I cannot definitely give the same assurance either for the Grant Schools or private Schools, because I have no power to delegate my own authority with respect to them; but I feel quite sure that the Correspondents of the one and the Managers of the other will extend equal courtesy to the members of the Board. I have not any particular business to bring before this meeting, but I may mention a few of the sort of problems that are continually recurring, some problems which have cropped up within the last few weeks. There are such problems as primary education—that is to say vernacular education and how far it can be made free. There is the problem of normal schools, established in connection with the vernacular education. There is the problem of the educational ladder, which is always with us; how far it is possible to bring pupils from the primary to the secondary schools and later send them to the University. The question was recently raised by the Colonial Secretary, I think, who mentioned it in a speech at Queen's College—whether it would be possible to have some of our biggest schools moved to less crowded parts of the Colony. Then there is a question to which I must attach the very greatest importance, the question of medical inspection of the schools. I may mention that on the matter of eye-sight some measures have already been taken, and we think it is a matter which deserves the most serious attention of educational authorities and the Government, as a part of education, and some steps must be taken to deal with it. Another question which arose only to-day—was the hours for girls' schools—how long and within what hours it was desirable that they should be kept at their studies. All these questions are of very different natures and they affect very different classes of schools, or some of them do. I consider it advisable, and most of the members of the Board will agree with me, that we should devote ourselves to all these matters, and others that may come up from time to time. I submit to the consideration of the Board the advisability of the Board converting itself into a number of committees which will act independently and report as occasion arises to the whole Board. That, in fact, is the only piece of advice that I have myself to bring before the Board to-day; whether such committees should be formed and if so how they shall be formed. Without wishing to seem to arrange things definitely without the approval of the Board, it seems obvious to me that the Committee on Vernacular education is an obvious necessity and probably a committee on the British Schools. That, I think, is a matter for our consideration. As an advisory committee we shall probably find that very formal procedure is unnecessary. Still, as rules should be formulated against occasions when they may be required, I propose to circulate to members of the Board the rules of procedure which are in force in the Sanitary Board *mutatis mutandis*, and I desire that they will form a convenient basis. I ought to say that my friend, Mr. E. P. Lo, is not a member at present of this Board, but he has acted in the absence of Mr. Cavalier (Inspector of Vernacular Schools) on several years, and is generally well acquainted with educational matters in the Colony. He has kindly consented, with the approval of the Board again—to be our Secretary, and I think the Board would be well advised to take advantage of his kind offer. I shall be glad to have the views of members and answer any questions as far as I am able, but it must be remembered that I like the Board as a whole, an feeling my way. I do not know any more than you how we ought to get to work, but I feel sure there is plenty of work to be done.

After a pause the CHAIRMAN said: I propose in the first place that a sub-committee should be formed to deal with vernacular education. The two Inspectors of Vernacular Schools should be on that Committee, the two Chinese members, the Hon. Mr. Lai Man Pag and Mr. S. W. Two, and Father de Maria.

The Committee for British schools is Mr. R. E. O. Bird, Mr. A. D. Hickling, Dr. T. W. Pearce and the Rev. A. D. Stewart.

The CHAIRMAN suggested that Mr. Silva-Netto might look after the Chinese vernacular pupils. He also mentioned that he did not refer to the Indian School, or Mr. Arculi in looking after the Chinese vernacular pupils.

The meeting then adjourned.

are rather rusty on the subject I should like to refer to the books which I have already circulated. There are not very many of them, but we have as our charters the Education Ordinance, which deals with the compulsory powers of the Education Department, and also the Grant Code under which, though without legal sanction, grants are given to such schools as elect to accept these conditions, which are a little more strenuous than those compulsorily enforced by the Education Ordinance. Besides the book knowledge contained in those two documents, it will be the duty of members of the Board to visit our schools, or such of our schools as they personally concern themselves with and to enable them to do so, as far as the Government Schools are concerned, I will say that all the headmasters and headmistresses will welcome members of the Board call within the usual hours and will place at their disposal any information available. I cannot definitely give the same assurance either for the Grant Schools or private Schools, because I have no power to delegate my own authority with respect to them; but I feel quite sure that the Correspondents of the one and the Managers of the other will extend equal courtesy to the members of the Board. I have not any particular business to bring before this meeting, but I may mention a few of the sort of problems that are continually recurring, some problems which have cropped up within the last few weeks. There are such problems as primary education—that is to say vernacular education and how far it can be made free. There is the problem of normal schools, established in connection with the vernacular education. There is the problem of the educational ladder, which is always with us; how far it is possible to bring pupils from the primary to the secondary schools and later send them to the University. The question was recently raised by the Colonial Secretary, I think, who mentioned it in a speech at Queen's College—whether it would be possible to have some of our biggest schools moved to less crowded parts of the Colony. Then there is a question to which I must attach the very greatest importance, the question of medical inspection of the schools. I may mention that on the matter of eye-sight some measures have already been taken, and we think it is a matter which deserves the most serious attention of educational authorities and the Government, as a part of education, and some steps must be taken to deal with it. Another question which arose only to-day—was the hours for girls' schools—how long and within what hours it was desirable that they should be kept at their studies. All these questions are of very different natures and they affect very different classes of schools, or some of them do. I consider it advisable, and most of the members of the Board will agree with me, that we should devote ourselves to all these matters, and others that may come up from time to time. I submit to the consideration of the Board the advisability of the Board converting itself into a number of committees which will act independently and report as occasion arises to the whole Board. That, in fact, is the only piece of advice that I have myself to bring before the Board to-day; whether such committees should be formed and if so how they shall be formed. Without wishing to seem to arrange things definitely without the approval of the Board, it seems obvious to me that the Committee on Vernacular education is an obvious necessity and probably a committee on the British Schools. That, I think, is a matter for our consideration. As an advisory committee we shall probably find that very formal procedure is unnecessary. Still, as rules should be formulated against occasions when they may be required, I propose to circulate to members of the Board the rules of procedure which are in force in the Sanitary Board *mutatis mutandis*, and I desire that they will form a convenient basis. I ought to say that my friend, Mr. E. P. Lo, is not a member at present of this Board, but he has acted in the absence of Mr. Cavalier (Inspector of Vernacular Schools) on several years, and is generally well acquainted with educational matters in the Colony. He has kindly consented, with the approval of the Board again—to be our Secretary, and I think the Board would be well advised to take advantage of his kind offer. I shall be glad to have the views of members and answer any questions as far as I am able, but it must be remembered that I like the Board as a whole, an feeling my way. I do not know any more than you how we ought to get to work, but I feel sure there is plenty of work to be done.

After a pause the CHAIRMAN said: I propose in the first place that a sub-committee should be formed to deal with vernacular education. The two Inspectors of Vernacular Schools should be on that Committee, the two Chinese members, the Hon. Mr. Lai Man Pag and Mr. S. W. Two, and Father de Maria.

The Committee for British schools is Mr. R. E. O. Bird, Mr. A. D. Hickling, Dr. T. W. Pearce and the Rev. A. D. Stewart.

The CHAIRMAN suggested that Mr. Silva-Netto might look after the Chinese vernacular pupils. He also mentioned that he did not refer to the Indian School, or Mr. Arculi in looking after the Chinese vernacular pupils.

The meeting then adjourned.

are rather rusty on the subject I should like to refer to the books which I have already circulated. There are not very many of them, but we have as our charters the Education Ordinance, which deals with the compulsory powers of the Education Department, and also the Grant Code under which, though without legal sanction, grants are given to such schools as elect to accept these conditions, which are a little more strenuous than those compulsorily enforced by the Education Ordinance. Besides the book knowledge contained in those two documents, it will be the duty of members of the Board to visit our schools, or such of our schools as they personally concern themselves with and to enable them to do so, as far as the Government Schools are concerned, I will say that all the headmasters and headmistresses will welcome members of the Board call within the usual hours and will place at their disposal any information available. I cannot definitely give the same assurance either for the Grant Schools or private Schools, because I have no power to delegate my own authority with respect to them; but I feel quite sure that the Correspondents of the one and the Managers of the other will extend equal courtesy to the members of the Board. I have not any particular business to bring before this meeting, but I may mention a few of the sort of problems that are continually recurring, some problems which have cropped up within the last few weeks. There are such problems as primary education—that is to say vernacular education and how far it can be made free. There is the problem of normal schools, established in connection with the vernacular education. There is the problem of the educational ladder, which is always with us; how far it is possible to bring pupils from the primary to the secondary schools and later send them to the University. The question was recently raised by the Colonial Secretary, I think, who mentioned it in a speech at Queen's College—whether it would be possible to have some of our biggest schools moved to less crowded parts of the Colony. Then there is a question to which I must attach the very greatest importance, the question of medical inspection of the schools. I may mention that on the matter of eye-sight some measures have already been taken, and we think it is a matter which deserves the most serious attention of educational authorities and the Government, as a part of education, and some steps must be taken to deal with it. Another question which arose only to-day—was the hours for girls' schools—how long and within what hours it was desirable that they should be kept at their studies. All these questions are of very different natures and they affect very different classes of schools, or some of them do. I consider it advisable, and most of the members of the Board will agree with me, that we should devote ourselves to all these matters, and others that may come up from time to time. I submit to the consideration of the Board the advisability of the Board converting itself into a number of committees which will act independently and report as occasion arises to the whole Board. That, in fact, is the only piece of advice that I have myself to bring before the Board to-day; whether such committees should be formed and if so how they shall be formed. Without wishing to seem to arrange things definitely without the approval of the Board, it seems obvious to me that the Committee on Vernacular education is an obvious necessity and probably a committee on the British Schools. That, I think, is a matter for our consideration. As an advisory committee we shall probably find that very formal procedure is unnecessary. Still, as rules should be formulated against occasions when they may be required, I propose to circulate to members of the Board the rules of procedure which are in force in the Sanitary Board *mutatis mutandis*, and I desire that they will form a convenient basis. I ought to say that my friend, Mr. E. P. Lo, is not a member at present of this Board, but he has acted in the absence of Mr. Cavalier (Inspector of Vernacular Schools) on several years, and is generally well acquainted with educational matters in the Colony. He has kindly consented, with the approval of the Board again—to be our Secretary, and I think the Board would be well advised to take advantage of his kind offer. I shall be glad to have the views of members and answer any questions as far as I am able, but it must be remembered that I like the Board as a whole, an feeling my way. I do not know any more than you how we ought to get to work, but I feel sure there is plenty of work to be done.

After a pause the CHAIRMAN said: I propose in the first place that a sub-committee should be formed to deal with vernacular education. The two Inspectors of Vernacular Schools should be on that Committee, the two Chinese members, the Hon. Mr. Lai Man Pag and Mr. S. W. Two, and Father de Maria.

The Committee for British schools is Mr. R. E. O. Bird, Mr. A. D. Hickling, Dr. T. W. Pearce and the Rev. A. D. Stewart.

The CHAIRMAN suggested that Mr. Silva-Netto might look after the Chinese vernacular pupils. He also mentioned that he did not refer to the Indian School, or Mr. Arculi in looking after the Chinese vernacular pupils.

The meeting then adjourned.

are rather rusty on the subject I should like to refer to the books which I have already circulated. There are not very many of them, but we have as our charters the Education Ordinance, which deals with the compulsory powers of the Education Department, and also the Grant Code under which, though without legal sanction, grants are given to such schools as elect to accept these conditions, which are a little more strenuous than those compulsorily enforced by the Education Ordinance. Besides the book knowledge contained in those two documents, it will be the duty of members of the Board to visit our schools, or such of our schools as they personally concern themselves with and to enable them to do so, as far as the Government Schools are concerned, I will say that all the headmasters and headmistresses will welcome members of the Board call within the usual hours and will place at their disposal any information available. I cannot definitely give the same assurance either for the Grant Schools or private Schools, because I have no power to delegate my own authority with respect to them; but I feel quite sure that the Correspondents of the one and the Managers of the other will extend equal courtesy to the members of the Board. I have not any particular business to bring before this meeting, but I may mention a few of the sort of problems that are continually recurring, some problems which have cropped up within the last few weeks. There are such problems as primary education—that is to say vernacular education and how far it can be made free. There is the problem of normal schools, established in connection with the vernacular education. There is the problem of the educational ladder, which is always with us; how far it is possible to bring pupils from the primary to the secondary schools and later send them to the University. The question was recently raised by the Colonial Secretary, I think, who mentioned it in a speech at Queen's College—whether it would be possible to have some of our biggest schools moved to less crowded parts of the Colony. Then there is a question to which I must attach the very greatest importance, the question of medical inspection of the schools. I may mention that on the matter of eye-sight some measures have already been taken, and we think it is a matter which deserves the most serious attention of educational authorities and the Government, as a part of education, and some steps must be taken to deal with it. Another question which arose only to-day—was the hours for girls' schools—how long and within what hours it was desirable that they should be kept at their studies. All these questions are of very different natures and they affect very different classes of schools, or some of them do. I consider it advisable, and most of the members of the Board will agree with me, that we should devote ourselves to all these matters, and others that may come up from time to time. I submit to the consideration of the Board the advisability of the Board converting itself into a number of committees which will act independently and report as occasion arises to the whole Board. That, in fact, is the only piece of advice that I have myself to bring before the Board to-day; whether such committees should be formed and if so how they shall be formed. Without wishing to seem to arrange things definitely without the approval of the Board, it seems obvious to me that the Committee on Vernacular education is an obvious necessity and probably a committee on the British Schools. That, I think, is a matter for our consideration. As an advisory committee we shall probably find that very formal procedure is unnecessary. Still, as rules should be formulated against occasions when they may be required, I propose to circulate to members of the Board the rules of procedure which are in force in the Sanitary Board *mutatis mutandis*, and I desire that they will form a convenient basis. I ought to say that my friend, Mr. E. P. Lo, is not

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

Regular Sailings to

NEW YORK

via Panama Canal.

S.S. "BOLTON CASTLE" Sailing Beginning of May.

LLOYD TRIESTINO

For SHANGHAI & JAPAN

BRINDISI VENICE & TRIESTE
via SINGAPORE PENANG & COLOMBO
S.S. "INNSBRUCK"

Sailing on or about April 27th.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.

For JAVA

S.S. "SAMARANG MARU" Sailing on or about 29th April.

For JAPAN

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Service Trans-Pacific

Also to Australia, Europe, etc.

NATAI LINE OF STEAMERS.

MAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS

with transshipment at CALCUTTA

In conjunction with the

INDOCHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.

Agents.

WATERHOUSE LINE.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For

SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

"WEST IVAN" ... 19th April

"WEST JAPPA" ... 1st May.

Further sailings to be announced later. Through Bills of Lading issued to all

Overland Common points in U.S. and Canada.

For rates and further particulars apply to:-

FRANK WATERHOUSE & COMPANY,

3rd Floor, Hotel Mansions, telephone 2507.

FOR NEW YORK

PRINCE LINE FAR EAST SERVICE

"PERSIAN PRINCE" ... via SUEZ CANAL ... 2nd half May.

Steamers proceed via Panama Canal or Suez Canal at Owners option.

For freight and further particulars, apply to:-

SHEWAN, TOMES & CO.,

Agents.

For NEW YORK & BOSTON.

THE U.S. SHIPPING BOARD

S.S. "DEYDEN"

MAY 10TH.

Via PANAMA.

S.S. "RADNOR"

MAY 10TH.

Via PANAMA.

For freight space and particulars apply to:-

THE ADMIRAL LINE

TELEPHONE

2477 & 2478

AGENTS

5th Floor

Hotel Mansions

204

LOS ANGELES PACIFIC NAVIGATION COMPANY

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U.S.A.

LOS ANGELES, CALIFORNIA, U.S.A.

LOS ANGELES, CALIFORNIA, U.S.A.

LOS ANGELES, CALIFORNIA, U.S.A.

LOS ANGELES, CALIFORNIA, U.S.A.

LOS ANGELES, CALIFORNIA, U.S.A.

INTERNATIONAL FINANCE.

ABNORMAL CONDITION OF EXCHANGES EXPLAINED.

The Anglo and London Paris National Bank, of San Francisco, in their monthly Financial Letter, dated March 1st, state:

A rough idea of the international financial situation which is the cause of the abnormal condition of the exchanges may be gathered from the following table showing our imports and exports by grand divisions during the calendar year 1919:

Imports and Exports	Imports	Exports
Europe	790,600,744	\$5,185,990,380
Oceania	181,008,084	105,894,176
North America	1,167,771,383	1,312,171
South America	697,635,968	412,127,280
Asia	1,041,414,120	703,667,100
Africa	112,187,916	99,609,193
Total Exports	4,417,744,203	590,000,663

Whatever is due to us on balance outside of Europe will be paid in due course and will be available for paying our adverse balance with South America, Asia and Africa. Deducting these balances, \$1,000,000, from our total adverse balance of \$4,435,410,568 due from Europe to pay \$417,863,301 due from us to other nations on the 1919 account, this, of course, ignoring the invisible items of international transactions in respect to which, at present, there is no basis for even reasonable conjecture. The fall of European exchange results from the fact that Europe owes us on the transactions of 1919 alone nearly four and a half billion dollars which she is unable to pay. While the complete details are not yet available, apparently every country in Europe is indebted to us on merchandise account. The few neutral nations are solvent and we cheerfully give them all the credit they desire. For the four years ending December 31st, 1919, our accumulated trade balance against the world was in round numbers \$13,500,000,000, of which a large part was covered by our national loans to European Governments. The remainder, whatever it is, is carried by some form of private credits of which there are indications that we are approaching the limit, unless credits can be arranged in this and perhaps other countries in some form satisfactory to investors by which the burden of credits can be widely distributed. As Europe normally buys of us more than all the other continents combined, it is important to us that it be restored to solvency, and that entirely aside from the danger to the world if the people of an entire continent are reduced to desperation. It is rather interesting to note that, in spite of a constant balance of trade favourable to us, we shipped to Europe during 1919, \$38,584,321 in gold, mostly to Spain early in the year, when, in spite of trade balances, the dollar was steadily at a discount. Of course, it is understood that it is not merely to trade balances but even more to depreciated currencies, that pounds, francs, and lire are so cheap in this country.

WHAT WAS CHRIST LIKE?

MR. EPSTEIN'S FIGURE OF AN INTELLECTUAL

Mr. Jacob Epstein whose most recent sculptures were on view for the first time at the Leicester Galleries, has in his figure "Christ" definitely challenged a convention which with a good many people amounts almost to orthodoxy.

The "Christ" is a bronze rather larger than life size. The figure seen as a silhouette is remarkable chiefly for a slightly extravagant simplicity, and is not likely to provoke serious comment except from the experts. It is different with the features.

Instead of the kindly, sorrowful, not-bearded Christ common to the traditions of every Christian Church, Mr. Epstein presents the head of an intellectual—vigorous, alert, and dominant. The beard is no more than indicated, and does not mask the expression of a mouth that suggests a barely chastened arrogance.

Mr. Epstein has chosen to represent the risen Christ, standing erect, with the thin corners of the grave still draped about the limbs, and pointing with the left hand to the nail-pierced palm of the right. There was, perhaps, no intention to suggest an historical focus, but the attitude recalls the incident of St. Thomas, who could not believe until he had seen the wound.

No racial significance appears in the features. Christ is represented neither as a Jew, nor a Syrian, nor in spite of faint facial intimations, a Hittite. The figure stands, probably, in Mr. Epstein's self-contained symbolism, as an eternal world type.

NOW ON SALE

THE DIRECTORY AND CHRONICLE 1920.

FOR CHINA, JAPAN, CORREA,

INDO-CHINA, SIAM, STRAITS

SETTLEMENTS, MALAY STATES,

NETHERLANDS INDIA, PHILIP-

PINES, BORNEO, ETC.

FIFTY-EIGHTH ANNUAL ISSUE.

THE DIRECTORY covers the whole of the ports and cities of the Far East, from Net-arlands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port or Settlement is prefaced by a DESCRIPTION carefully revised each year, most of which will serve as accurate guides for the tourist, giving every detail in connection with the place, their history, topography, etc.

The information in these Descriptions, consisting of a hundred interesting articles, packed with facts, concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume.

Royal Octavo—Containing nearly 2,000 pages, \$11.00. Directory only, pp. 1,400, \$7.00.

The Book is printed from New Type specially reserved for the purpose, and uniformity in every arrangement greatly facilitates reference.

Besides the usual Alphabetical List of Firms the Directory gives the CLASSIFIED LIST of TRADES and PROFESSIONS at the larger Commercial Centres.

The

ALPHABETICAL LIST of RESIDENTS in the Far East contains the names of over 50,000 FOREIGNERS.

arranged, with the initials as well as the Surnames, in strictly Alphabetical Order, so that any one can be found instantly.

THE MAPS AND PLANS

of the principal ports in the Far East have been engraved by one of the most eminent Firms in Great Britain and are annually corrected and brought up to date.

The CHRONICLE covers the notable events together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures and other Commercial Information.

The CHRONICLE and DIRECTORY though condensed in every possible manner contains every year more pages and now numbers nearly 2,000.

It is published at the Office of the "HONGKONG DAILY PRESS."

The Directories and Descriptions are of—

CHINA

Peking, Tientsin, Hankow, Shanghai, Canton, Hongkong, etc.

INDO-CHINA

Hanoi, Saigon, etc.

THE STRAITS SETTLEMENTS

Singapore, Penang, etc.

THE MALAY STATES

Kuala Lumpur, etc.

THE PHILIPPINES

Manila, Cebu, etc.

THE HAWAIIAN ISLANDS

Honolulu, etc.

THE PACIFIC OCEAN

San Francisco, etc.

THE AMERICAN WEST

Los Angeles, etc.

THE CANADIAN WEST

Vancouver, etc.

THE AUSTRALIAN WEST

Perth, etc.

THE SOUTH AFRICAN WEST

Cape Town, etc.

THE INDIAN WEST

Bombay, etc.

THE CHINESE WEST

Peking, etc.

THE JAPANESE WEST

Tokyo, etc.

THE KOREAN WEST

Seoul, etc.

THE MANCHURIAN WEST

Harbin, etc.

THE SIBERIAN WEST

Yokohama, etc.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

MANILA ... "FOOKSANG" ... Fri., 16th Apr., 3 p.m.

KOBE ... "YATSENG" ... Sat., 17th Apr., 1 p.m.

HAIPHONG via HOIHOW ... "YATSENG" ... Sun., 18th Apr., 11 a.m.

TIENTRIN ... "YATSENG" ... Mon., 19th Apr., 10 a.m.

SHANGHAI ... "YATSENG" ... Tue., 20th Apr., 9 a.m.

STRAITS & CALCUTTA ... "YATSENG" ... Wed., 21st Apr., 8 a.m.

SANDAKAN ... "YATSENG" ... Thurs., 22nd Apr., 7 a.m.

HAIPHONG ... "YATSENG" ... Fri., 23rd Apr., 6 a.m.

MANILA ... "YATSENG" ... Sat., 24th Apr., 5 a.m.

KOBE ... "YATSENG" ... Sun., 25th Apr., 4 a.m.

HAIPHONG via HOIHOW ... "YATSENG" ... Mon., 26th Apr., 3 a.m.

TIENTRIN ... "YATSENG" ... Tue., 27th Apr., 2 a.m.

SHANGHAI ... "YATSENG" ... Wed., 28th Apr., 1 a.m.

STRAITS & CALCUTTA ... "YATSENG" ... Thurs., 29th Apr., 12 p.m.

SANDAKAN ... "YATSENG" ... Fri., 30th Apr., 11 a.m.

HAIPHONG ... "YATSENG" ... Sat., 1st May, 10 a.m.

MANILA ... "YATSENG" ... Sun., 2nd May, 9 a.m.

KOBE ... "YATSENG" ... Mon., 3rd May, 8 a.m.

HAIPHONG via HOIHOW ... "YATSENG" ... Tue., 4th May, 7 a.m.

TIENTRIN ... "YATSENG" ... Wed., 5th May, 6 a.m.

SHANGHAI ... "YATSENG" ... Thurs., 6th May, 5 a.m.

STRAITS & CALCUTTA ... "YATSENG" ... Fri., 7th May, 4 a.m.

SANDAKAN ... "YATSENG" ... Sat., 8th May, 3 a.m.

HAIPHONG ... "YATSENG" ... Sun., 9th May, 2 a.m.

MANILA ... "YATSENG" ... Mon., 10th May, 1 a.m.

KOBE ... "YATSENG" ... Tue., 11th May, 12 p.m.

HAIPHONG via HOIHOW ... "YATSENG" ... Wed., 12th May, 11 a.m.

TIENTRIN ... "YATSENG" ... Thurs., 13th May, 10 a.m.

SHANGHAI ... "YATSENG" ... Fri., 14th May, 9 a.m.

STRAITS & CALCUTTA ... "YATSENG" ... Sat., 15th May, 8 a.m.

SANDAKAN ... "YATSENG" ... Sun., 16th May, 7 a.m.

HAIPHONG ... "YATSENG" ... Mon., 17th May, 6 a.m.

MANILA ... "YATSENG" ... Tue., 18th May, 5 a.m.

KOBE ... "YATSENG" ... Wed., 19th May, 4 a.m.

HAIPHONG via HOIHOW ... "YATSENG" ... Thurs., 20th May, 3 a.m.

TIENTRIN ... "YATSENG" ... Fri., 21st May, 2 a.m.

SHANGHAI ... "YATSENG" ... Sat., 22nd May, 1 a.m.

STRAITS & CALCUTTA ... "YATSENG" ... Sun., 23rd May, 12 p.m.

SANDAKAN ... "YATSENG" ... Mon., 24th May, 11 a.m.

HAIPHONG ... "YATSENG" ... Tue., 25th May, 10 a.m.

MANILA ... "YATSENG" ... Wed., 26th May, 9 a.m.

KOBE ... "YATSENG" ... Thurs., 27th May, 8 a.m.

HAIPHONG via HOIHOW ... "YATSENG" ... Fri., 28th May, 7 a.m.

TIENTRIN ... "YATSENG" ... Sat., 29th May, 6 a.m.

SHANGHAI ... "YATSENG" ... Sun., 30th May, 5 a.m.

STRAITS & CALCUTTA ... "YATSENG" ... Mon., 31st May, 4 a.m.

SANDAKAN ... "YATSENG" ... Tue., 1st June, 3 a.m.

HAIPHONG ... "YATSENG" ... Wed., 2nd June, 2 a.m.

MANILA ... "YATSENG" ... Thurs., 3rd June, 1 a.m.

KOBE ... "YATSENG" ... Fri., 4th June, 12 p.m.

HAIPHONG via HOIHOW ... "YATSENG" ... Sat., 5th June, 11 a.m.

TIENTRIN ... "YATSENG" ... Sun., 6th June, 10 a.m.

SHANGHAI ... "YATSENG" ... Mon., 7th June, 9 a.m.

STRAITS & CALCUTTA ... "YATSENG" ... Tue., 8th June, 8 a.m.

SANDAKAN ... "YATSENG" ... Wed., 9th June, 7 a.m.

HAIPHONG ... "YATSENG" ... Thurs., 10th June, 6 a.m.

MANILA ... "YATSENG" ... Fri., 11th June, 5 a.m.

KOBE ... "YATSENG" ... Sat., 12th June, 4 a.m.

HAIPHONG via HOIHOW ... "YATSENG" ... Sun., 13th June, 3 a.m.

TIENTRIN ... "YATSENG" ... Mon., 14th June, 2 a.m.

SHANGHAI ... "YATSENG" ... Tue., 15th June, 1 a.m.

STRAITS & CALCUTTA ... "YATSENG" ... Wed., 16th June, 12 p.m.

SANDAKAN ... "YATSENG" ... Thurs., 17th June, 11 a.m.

HAIPHONG ... "YATSENG" ... Fri., 18th June, 10 a.m.

MANILA ... "YATSENG" ... Sat., 19th June, 9 a.m.

KOBE ... "YATSENG" ... Sun., 20th June, 8 a.m.

HAIPHONG via HOIHOW ... "YATSENG" ... Mon., 21st June, 7 a.m.

TIENTRIN ... "YATSENG" ... Tue., 22nd June, 6 a.m.

SHANGHAI ... "YATSENG" ... Wed., 23rd June, 5 a.m.

STRAITS & CALCUTTA ... "YATSENG" ... Thurs., 24th June, 4 a.m.

SANDAKAN ... "YATSENG" ... Fri., 25th June, 3 a.m.

HAIPHONG ... "YATSENG" ... Sat., 26th June, 2 a.m.

MANILA ... "YATSENG" ... Sun., 27th June, 1 a.m.

KOBE ... "YATSENG" ... Mon., 28th June, 12 p.m.

HAIPHONG via HOIHOW ... "YATSENG" ... Tue., 29th June, 11 a.m.

TIENTRIN ... "YATSENG" ... Wed., 30th June, 10 a.m.

SHANGHAI ... "YATSENG" ... Thurs., 1st July, 9 a.m.

STRAITS & CALCUTTA ... "YATSENG" ... Fri., 2nd July, 8 a.m.

SANDAKAN ... "YATSENG" ... Sat., 3rd July, 7 a.m.

HAIPHONG ... "YATSENG" ... Sun., 4th July, 6 a.m.

MANILA ... "YATSENG" ... Mon., 5th July, 5 a.m.

KOBE ... "YATSENG" ... Tue., 6th July, 4 a.m.

HAIPHONG via HOIHOW ... "YATSENG" ... Wed., 7th July, 3 a.m.

TIENTRIN ... "YATSENG" ... Thurs., 8th July, 2 a.m.

SHANGHAI ... "YATSENG" ... Fri., 9th July, 1 a.m.

AMERICAN & ORIENTAL LINE

For BOSTON & NEW YORK.
S.S. "LUGERIC" via Panama and Havana April 20th.

Subject to change without notice.

ORIENTAL AFRICAN LINE
INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE LTD.
Managing Agents.

"ELLERMAN" LINE.

(BUCKNAM & BUCKNAM STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & ROTTERDAM... "KAZEMBE" ... 20th May.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LTD.
General Agents.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SHANGHAI	"SINKIANG"	On 15th April, Noon.
SHANGHAI, WEIHAIWEI & NEWCHANG	"YUNNAN"	On 17th April, Noon.
SHANGHAI and TSINGTAO	"CHENAN"	On 17th April, 4 P.M.
SWATOW and BANGKOK	"LUCHOW"	On 20th April, 10 A.M.
HAIPHONG	"KAI FONG"	On 20th April, 10 A.M.
AMOI, SHANGHAI & PUKOW	"SUIYANG"	On 20th April, 4 P.M.
TIENSIEN	"HUICHOW"	On 22nd April, Noon.
SHANGHAI	"SUNNING"	On 22nd April, Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation. Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to Yantai and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG"	Capt. W. C. Passmore	SATURDAY, 17th Apr., at 3 P.M.
"HAICHING"	Capt. A. H. Stewart	TUESDAY, 20th Apr., at 1 P.M.
"MORIALTA"	Capt. Ed. Walker	FRIDAY, 23rd Apr., at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNAM S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF COLOMBO"	via Suez	5th May.
"EURYMACHUS"	via Panama	15th May.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE LTD., HONGKONG.
HONGKONG AND CANTON REISS & CO., CANTON.

P. & O. - BRITISH INDIA.

APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA.

AUSTRALASIA INCLUDING NEW ZEALAND & QUEENSLAND

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

	Tons	From Hongkong (about)	Destination
"KHIVA"	8,000	17th Apr. Noon.	Marseilles, London & Antwerp.
"DILWARA"	5,400	20th Apr. Noon.	Spain, Colombo, Bombay.
"NORE"	6,700	6th May.	Marseilles, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

	Tons	From Hongkong (about)	Destination
"MADRAS"	7,000	18th April	Straits, Rangoon & Calcutta.
"GREGORYAPCAR"	4,800	20th April	Do.

EASTERN & AUSTRALIAN SAILINGS (South)

	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,800	30th April	Sundaland, Thursday Island
"EASTERN"	4,000	18th May	Queensland Ports and Sydney, Melbourne.

SAILINGS TO SHANGHAI & JAPAN

	Tons	From Hongkong (about)	Destination
"MUTTRA"	4,700	21st April	Shanghai & Kobe.

CALLS AT ANTWERP + CALLS MANILA
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

Tickets Interchangeable.
1st Saloon Passengers may travel by R.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 2ft. x 1ft. x 1ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
21, Des Voeux Road Central, HONGKONG.



TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers

SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe)

"ELDRIDGE"	...	About April 14th.
"EDMORE"	...	About April 30th.
"WEST HARTLAND"	...	About May 10th.
"ICONTUM"	...	About May 24th.
"CROSSKEYS"	...	About June 2nd.

For PORTLAND direct.

"COAXER"	...	About April 28th.
"WABAN"	...	About May 15th.
"MONTAGUE"	...	About June 10th.
"ABERROS"	...	About June 30th.

Through Bills of Lading issued at Overland Ocean ports.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478. Fifth Floor, HOTEL MANHATTAN.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons, 10,000 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

	From Hongkong	Destination
"NANKING"	June 2nd.	SHANGHAI, JAPAN PORTS AND HONOLULU
"CHINA"	May 18th.	SHANGHAI, JAPAN PORTS AND HONOLULU
"NILE"	May 15th.	SHANGHAI, JAPAN PORTS AND HONOLULU

[An unsurpassed high-class passenger service.]

Princes Buildings. O. H. KITTER, Freight and Passenger Agent
11, House Street Tel. 1942

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
"FERRIA MARU"	8,000	April 18th.
"KOREA MARU"	24,000	May 3rd.
"TEVVO MARU"	24,000	May 27th.
"SIBERIA MARU"	24,000	June 13th. (from Yokohama)
"SHINYO MARU"	24,000	June

* Omika Shanghai

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO
SAN PEDRO, SALINO CRUZ, BAILEA, ALLAO, ARICA

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
"SEIYO MARU"	14,000	May 11th.
"KIYO MARU"	17,800	July 12th.
"AYO MARU"	18,500	Sept. 9th.

Tickets are interchangeable with the Canadian Pacific Ocean Service. Led and the Pacific Mail Steamship Co. Passengers may travel by Rail between Ports of Call in Japan free of charge.

FREIGHT SERVICE.

Direct Freight Service to CUBA and NEW ORLEANS, via San Francisco, Balboa and The Panama Canal.

Steamer
CHOYO MARU ... Leaves Hongkong April or May.
For all information as to rates, freight space, sailings, etc., apply to—
Y. TSUTSUMI, Manager, King's Building.
Telephone 2374 and 2375.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
DESTINATION STEAMER & DEPARTURE
SHANGHAI, KOBE & YOKOHAMA
"CORDILLERE" ... On or about 25th April.
"PORTHOS" ... On or about 15th May.
"AMAZONE" ... On or about 6th June.

SHANGHAI (Only)
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DUBOULT, SUEZ, PORT SAID.
"ANDRE LEBON" ... On or about 25th April.
"COMMANDANT MAGES" ... On or about 22nd April.

Cargo boats for EUROPE to call at MARSEILLES, and if sufficient indentment is offered, GENOA, HAVRE, DUNKERQUE, ANTWERP, ROTTERDAM.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.
For full particulars regarding sailings, etc., apply to—
B. RODENFUSER, Acting Agent, Queen's Building.
Telephone 740.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP—Monthly direct service via Singapore.

"HAVANA MARU"	...	Port Said.
"HAYRE MARU"	...	Tuesday, 4th May.
"Call Marseilles"	...	Tuesday, 8th June.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"PANAMA MARU"	...	Tuesday, 15th June.
"TACOMA MARU"	...	Middle of July.
"BURMA MARU"	...	Friday, 18th April.
"SIAM MARU"	...	End of April.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"SEISEN MARU"	...	Sunday, 2nd May.
---------------	-----	------------------

SYDNEY, MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KUNAJIRI MARU"	...	Monday, 17th May.
-----------------	-----	-------------------

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Overland.

"AFRICA MARU"	...	Saturday, 2nd May.
"CHICAGO MARU"	...	Saturday, 6th June.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

KEELUNG via SWATOW, AMOI—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour.

"RAIO MARU"	...	Sunday, 18th April.
-------------	-----	---------------------

For TAKAO via SWATOW and AMOI.

"SOSHU MARU"	...	Thursday, 22nd April.
--------------	-----	-----------------------

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager, No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
Steamer Arr. Hongkong from Australia, (L.V. Hongkong for Australia)
"TAIYUAN" ... 19th May ... 24th May.
SAILINGS SUBJECT TO ALTERATION.
This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A daily qualified Doctor is carried. Refreshed Passengers booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to— BUTTERFIELD & SWIRE, Agents.

